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GOVERNMENT DOCUMENTS

CENTRAL AREA

PLAN

UPDATE

- 1986 -

Prepared by the Planning & Development Department
of the Regional Municipality of Hamilton-Wentworth in
conjunction with the Central Area Plan Implementation Committee.

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

The Central Area is that portion of the City of Hamilton bounded by the Bay, the Escarpment, Queen Street and Victoria Avenue. It includes the downtown and the six surrounding neighbourhoods.

The Central Area Plan Update has been prepared in response to the need for a strong statement and clear intent on the appropriate future direction for the Central Area of Hamilton. The Plan provides objectives and policies which reflect the Central Area's role as the centre of the Region.

The Plan stresses the importance of a healthy, vibrant, well-designed, human-scale environment to the economic well-being of the Central Area. Policies are aimed at building on the Central Area's existing attributes, creating an environment conducive to investment, regeneration and growth, and maximizing the benefits of co-ordinated long-range planning and implementation in the Central Area.

The objectives of the Central Area Plan Update are:

- Added priority for the Central Area in terms of planning, development, implementation, monitoring and promotion;
- An increase in the resident population;
- New multi-purpose developments directed east of James Street with special emphasis on residential components;
- Minimizing impacts of through-traffic on the downtown core and residential neighbourhoods;
- Mixed-use development;
- Urban design, architectural considerations, and energy conservation in land use and building location, content, and style through input from an urban design team;
- Emphasis on the human-scale and people orientation in land use, building and amenities;
- Various social objectives including population and income mix;
- Waterfront development;
- Waterfront to downtown links;
- Enhancement of the Central Area's role in the Region, particularly regarding commercial development; and,
- Attention to the primary objectives of growth, job creation and a healthy economy.

The Plan outlines policies for the six land use designations provided in the Central Area Plan:

1. Commercial Centre - essentially the downtown core where high density commercial and residential uses are encouraged.
2. Mixed Use - the area between the downtown and the CNR tracks where a mixture of land uses, including commercial, residential and industrial are permitted, based on the application of performance standards.
3. Mixed Industrial/Commercial - the area in the northeast quadrant of the Central Area where a mixture of commercial and industrial uses are permitted based on the application of performance standards.
4. Neighbourhood Residential - the existing residential neighbourhoods of Durand, Corktown, North End East and West and portions of Central.
5. Parks - existing and expanded park areas in Durand, Corktown, Beasley, Central and the North End.
6. Waterfront Recreation - the waterfront area fronting Hamilton Harbour and including adjacent portions of the residential and industrial area between Queen Street and Victoria Avenue.

In addition, policies are provided for Institutional and Recreational uses, Movement and Urban Design which apply throughout the Central Area. The policies for each component of the Central Area land use and development pattern including Movement and Urban Design, address the means to achieve the desired environmental goals in the Plan. The Urban Design section is of prime importance since new and innovative ideas are introduced to improve the visual and functional components of Central Area land use planning. Co-ordination of urban design elements with the desired development pattern is seen as the key contribution of the Plan.

Finally, implementation measures to achieve the policies are elaborated in the Implementation Appendix, a separate document which is none the less critical to realization of the Central Area Plan's objectives. The two documents should be read together.

The Implementation Appendix outlines study priorities and the importance of co-ordination and monitoring. It details specific actions and actors who will carry out the Central Area Plan's directions.

INTRODUCTION

ACKNOWLEDGEMENT

The original Central Area Plan was based on a plan dated October, 1979, prepared by the Central Area Plan Advisory Committee (CAPAC).

The Central Area Plan Update 1986 was prepared by the Central Area Plan Implementation Committee (CAPIC). CAPIC is an advisory committee to the Planning and Development Committee on the implementation of the City of Hamilton Central Area Plan.

THE CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE MEMBERS:

Aldermen Vince Agro

Bruce Charlton (Chairman to December 1, 1985)

David Christopherson (Chairman from December 1, 1985)

William McCulloch

Chamber of Commerce, John Nolan (Vice-Chairman)

Downtown Business Improvement Area, Bob Martin

Durand Neighbourhood Inc. and Coalition on Sensible Transit,
Russell Elman

First Place, Rev. Charles Forsyth

Hamilton Automobile Club, Arthur Lomax

Hamilton Board of Education, Sandi Bell and Robert Webb

Hamilton District Labour Council, Steven Dwyer

Hamilton Real Estate Board, Peter Thoem and Mark Boyak

Hamilton Society of Architects, Bruce Rankin

Hamilton-Wentworth Roman Catholic Separate School Board, Kay Nolan

James Street North Businessman, Les Pasis

King East Business Association, Marvin Wasserman

Local Architectural Conservation Advisory Committee, Howard Mark

Lloyd D. Jackson Square, Vivien Johnson

McMaster University, Michael Dear & Ruth Fincher

North End Neighbourhood, Gillian Simmons

Social Planning and Research Council, Kim Van Louwe

Talus Group, Ainslie Hector

United Senior Citizens, Steven Dwyer and Ozzie Ferguson

The Central Area Plan and the Central Area Plan Update 1986 was coordinated by the Neighbourhood & Area Plans Section of the Local Planning Branch, Regional Municipality of Hamilton-Wentworth, Planning and Development Department.

NATURE OF THE PLAN

The purpose of the Plan is to provide a land use guide for the Central Area of the City of Hamilton from the present to the year 2001. All policies refer to the Central Area unless otherwise noted.

The Central Area is that portion of the City bounded by the Bay, Queen Street, the Escarpment, and Victoria Avenue. It includes Durand, Corktown, Central, Beasley, North End East and West Neighbourhoods and portions of Landsdale and Stinson west of Victoria Ave. Because of its strategic importance to the health, image, and prosperity of the entire Region, the Central Area is the focus of special attention and study, originally by C.A.P.A.C. and now by C.A.P.I.C.

The document suggests the best ways to capitalize on the assets of the most important area of the City. Goals, objectives and policies are established to protect and enhance public and private investment in the Central Area. The Plan attempts to balance commerce, livability and social improvements. Actions are outlined in a separate Implementation Appendix document.

The Plan provides the terms of reference for public works and private initiatives in the Central Area and functions as a standard against which the City can evaluate the appropriateness of such initiatives in relation to the long-term growth and management strategy.

It also links the broad policies of the Regional Municipality of Hamilton-Wentworth Official Plan, the City Official Plan, and the specific, detailed policies of the Neighbourhood Plans and other studies as they relate to the Central Area.

In essence, the NATURE of the Central Area Plan is as follows:

- The Plan continues the philosophy outlined in the Central Area Plan (1981) for the development of the Central Area;
- The Plan is organized under the main headings of Land Use, Movement and Urban Design. Goals and policies are listed under each heading. Immediate steps needed to reach these goals are included in the Implementation Appendix as Actions and will be monitored by C.A.P.I.C.;
- Policies in the Plan will be used to guide Council in making decisions which affect the Central Area;
- Adoption of the Plan will set the stage for further investigation of ways to achieve the desired goals;
- Many of the policies contained in the Plan will require careful and detailed study to implement in a manner that is co-ordinated and consistent with other Central Area initiatives. Co-ordination of priorities for implementation is vital. Studies listed in the Appendix are prioritized in order of importance and ability to complete;

- The Implementation Appendix is significant since the best-laid plans and policies are meaningless without a plan of action and commitment to implementation; and,
- The Central Area Plan will be approved by City Council and the Minister of Municipal Affairs in the form of an Official Plan Amendment. Any Amendment to the Central Area Plan will be by Council resolution and amendment to the relevant portions of the Official Plan.

PREAMBLE - THE NEW PHILOSOPHY CONTINUES

What Is the "New Philosophy"

The "new philosophy" was cited in the original Central Area Plan as follows:

"An attractive, lively, human-scale environment with the physical, social, and human infrastructure in place will both improve the downtown quality of life, draw people to the area, and thus, encourage the private sector to expand the residential, commercial, and industrial sectors. At the same time, the Plan attempts to make the downtown more efficient by recommending the appropriate balance among the various elements comprising the development pattern. It is this approach, concentrating on desired development, the environment, the services, and their inter-relationships, which makes this Plan so important for the future of the Central Area of Hamilton."

The Regional Centre

The Regional Official Plan states specific objectives for Central Hamilton as follows:

"It shall be the policy of Regional Council:

To designate central Hamilton as the Regional Centre.

To require that the City of Hamilton, in its Official Plan, recognize the Regional Centre as a multi-use area including the following activities:

- Retail
- Offices
- Compatible manufacturing
- Residential
- Social, community and health services

To require that the City of Hamilton, in its Official Plan, permit and encourage sufficient office and retail space in downtown Hamilton. Downtown Hamilton shall be developed in a fashion consistent with the characteristics of a Regional Centre and shall include:

Provision of a wide range of retail outlets including major and junior department stores, specialty, food and general merchandise stores.

Provision of a wide range of office functions including head and branch offices of companies and offices of Provincial, Federal and Regional Governments.

To require that the City of Hamilton, in its Official Plan, establish a program to enhance the environment in the Regional Centre through urban design policies, retention of buildings of significant architectural or historic merit and the improvement of pedestrian and vehicular access and flows.

To support the City of Hamilton in its program of enhancement of the Regional Centre through the provision of appropriate Regional facilities and services.

To promote the location of a multi-mode (trains, buses) transportation terminal in the Regional Centre if feasible."

In order for these objectives to materialize, substantial new development and renovation will be required. As well, the Regional Official Plan clearly provides the basis for attention to design, heritage resources, and pedestrian amenities.

Central Area-Past Trends

The nucleus of new development in the Central Area has been provided through the Civic Square Redevelopment Project encompassing both commercial and institutional uses. Hamilton Place, the Library, the Art Gallery, the Arena, and the Convention Centre provide cultural, educational, entertainment, sports, and tourist magnets, which provide valued services and attractions and enhance Hamilton's image. Their concentration in the core area emphasizes that the downtown is the heart of the City.

Equally important has been the commercial development of Jackson Square. With over one million square feet of stores and offices essentially under one roof, the Square is an attraction in itself. It brings people downtown. It also brings people from the adjacent commercial areas fronting on King East and James North.

Central Area-Recent Trends

Following store closings, relocations, and merchant concerns with the decline of the traditional business areas, the Downtown Action Plan was prepared in 1982. The Downtown Action Plan implements the philosophy first enunciated in the Central Area Plan that investment and people will be attracted to the Central Area by the creation of a more visually appealing, attractive, and comfortable environment.

The Downtown Action Plan addresses streetscaping, marketing, and traffic needs. It has resulted in the redesign of Gore Park as a people place, the creation of a bus mall on the south leg of King Street at Gore Park, and ongoing streetscaping improvements to King Street and surrounding area. In total, some \$10 million in public money will be spent in the downtown over the next five years as a direct result of the Downtown Action Plan.

Recently, new interest in residential development particularly east of James is appearing. The original Central Area Plan promoted the addition of residential uses to the core area to stimulate the commercial, institutional and other uses and to increase activity and interaction in the downtown area in non-working hours. Residential development in this area is being examined by both private developers and the municipality through the Municipal Non-Profit Housing Program.

Non-profit residential development has several benefits:

- introduces mixed income family housing to the downtown area
- utilizes vacant or underutilized parcels of land in a constructive fashion
- acts as seed projects for additional residential development in the area

In addition, the idea first enunciated in the Central Area Plan for a recreation centre on King East in the vicinity of Ferguson and Wellington as an alternative and eastern anchor to Jackson Square is still alive. This shows the renewed interest in the King East area for non-commercial activities such as housing and recreation.

New developments and planning decisions that have occurred since 1980 show that the Central Area Plan is providing useful guidance in shaping the Central Area's future. These include:

- Major building renovation at Park Place
- Redevelopment at the Bank of Commerce site at King and James
- North End Waterfront Secondary Plan
- Waterfront Master Plan
- James North Heritage Plan;
- Downtown Promenade (B.I.A.);
- The decision to locate Regional transit facilities in the downtown area;
- "+15" connections;
- Family housing on the former Ryerson school site
- Copps Coliseum
- Sheraton Hotel
- Gore Park redevelopment
- Downtown Action Plan initiatives
- Numerous rezonings and neighbourhood plan changes.

Central Area - Future Directions

The original Central Area Plan has been re-examined and re-affirmed in light of the time which has elapsed since it was prepared and the experience in implementing it. The original objectives of the Central Area Plan are re-emphasized and new objectives added as follows:

- Added priority for the Central Area in terms of planning, development, implementation, monitoring and promotion;
- An increase in the resident population;
- New multi-purpose developments directed east of James Street with special emphasis on residential components;
- Minimizing impacts of through-traffic on the downtown core and residential neighbourhoods;
- Mixed-use development;
- Urban design, architectural considerations, and energy conservation in land use and building location, content, and style through input from an urban design team;
- Emphasis on the human-scale and people orientation in land use, building, and amenities;
- Various social objectives including population and income mix;
- Waterfront development;
- Waterfront to downtown links;
- Enhancement of the Central Area's role in the Region, particularly regarding commercial development; and,
- Attention to the primary objectives of growth, job creation and a healthy economy.

This updated version of the Central Area Plan elaborates more clearly on how to achieve these objectives. Detailed implementation measures are included in the Appendix. As well, policies in the original Central Area Plan are brought up to date and new policies added where appropriate. For example, new CBD policies are recommended to emphasize the special importance of the downtown core.

The new Plan addresses the Central Area's development potential and long-term prospects. Policies in the Plan are not based on specific population or employment projections. Instead, the Plan is flexible and attempts to provide the means to encourage growth and improvement without defining how much growth is desirable.

As the Regional Centre, downtown Hamilton must realize its proper share of the Regional growth pattern. This plan attempts to ensure that.

As far as development potential is concerned, the situation in the downtown remains the same as in 1980 when the Central Area Plan was prepared: the existing zoning permits development far in excess of what exists.

This plan recommends a creative approach to the open zoning situation in the downtown in an effort to encourage development that incorporates mixed land use, the human scale, good urban design principles and a positive contribution to the urban fabric.

This Plan maintains the approach previously stated in the original Plan:

"Private investment cannot be attracted to an area simply by designating lands for the desired use in land use plans. This has been the approach taken by the City, perhaps as a result of the high growth forecasts of the 1950's and 60's, before the energy crisis and passing of the baby boom. For example, it is estimated that existing zoning in the downtown alone would permit the development of over 35 million square feet of commercial floorspace. The existing commercial floorspace is some 2.3 million square feet or 7% of that permitted.

Development policies are of no value if development is not forthcoming. Stronger incentives are required than merely designating and zoning lands for the desired use.

This Plan takes a different approach based on the understanding that indirect inducements and incentives to private investors and consumers (and the resulting decisions, investments and consumption patterns) are often more powerful than providing direct government services."

In essence, the updated Central Area Plan looks at the Central Area as the strategic and vital element in the City, which can create a new image and opportunity for investment.

New development should capitalize on the many underutilized sites, the rich stock of buildings, the potential for a stronger service centre, and the creative instincts of the people.

The Central Area is the most precious part of the Region and should continue to receive priority from all levels of Government.

DEFINITIONS

This section is intended to provide general explanations of terms used in the text which may not be familiar to persons other than Planners.

Buffering	the treatment of property boundaries or building edges to mitigate their effects on adjacent lands or buildings or vice versa. Buffering is usually comprised of earth berms, landscaping, rows of trees, fences or other similar measures.
BIA	Business Improvement Area
CBD	Central Business District. In Hamilton, the CBD is generally the area bounded by Wilson/York, Wellington, Jackson and Bay. It may also include portions of James North and James South. Precise boundaries will be determined in a CBD study.
Circumferential Road System	a road system which avoids the downtown core of the Central Area.
Commercial	land use or activity related to the buying and selling of goods and services. Commercial land use includes retail and office uses.
Compatible Land Use	land uses which have little or no adverse impacts on each other.
Core	see CBD.
Downtown	see CBD.
Galleria	covered walking space open at one side or glass enclosed.
High-rise Development	development resulting in buildings generally higher than 6 storeys, depending on context.
HSR	Hamilton Street Railway
'I' Zoning	the Central Business District zone which includes most of the downtown. It permits a wide range of Commercial, Industrial and Residential uses at 11 times coverage and up to 328' or 100 metres in height.
Infilling	the building on or development of vacant space between existing buildings or developments. The space is generally equivalent in size to adjoining properties on either side but may be as small as one building lot between two large buildings.

Institutional	land use or activity related to cultural, entertainment, religious, educational, governmental or recreational functions. Institutional uses generally operate on a non-profit basis as a service to the community. Examples in the Central Area include schools, churches, hospitals, recreation centres, theatres, Hamilton Place, the Art Gallery, and the Convention Centre.
Integrated Social Housing	housing funded by various levels of government which is interspersed with other types of housing so that a mix of income groups results. An example is Municipal Non-Profit Housing.
M.O.E.	Ministry of the Environment (Ontario).
Multi-modal Transportation Terminal	a facility incorporating most or all the usual forms of transportation such as train, bus, rapid transit, and air connections. The intention is to combine such uses in one building to facilitate transfers and coordinate drop-off and pick-up of passengers.
Neighbourhood Parks	open space areas usually between four and ten acres in size. Participants live within walking distance of the park, giving it a service radius of one-quarter to one-half mile. Larger parks contain facilities for all age groups and smaller parks usually serve a particular age group. The emphasis is on passive recreation. Neighbourhood parks are best located beside, or combined with, elementary schools and in the centre of neighbourhoods. Included in this category are: parkettes, tot lots and elementary school play areas.
North End Waterfront Secondary Plan	the land use concept plan prepared by a neighbourhood committee for the waterfront and adjacent residential area.
O.N.I.P.	Ontario Neighbourhood Improvement Program (Ontario).
Piazza	public square or market place.
'+15'	a pedestrian circulation system located one storey or approximately 15 feet above street level. It includes arcades, plazas, walkways and bridges over the street.
Recreation Facilities	buildings or centres where the primary use is leisure or recreational activities such as sports, crafts, amusements or relaxation.
Residential Neighbourhoods	areas of the City where the primary land use is associated with living or housing of all types from single-family dwellings to apartment units. Examples in the Central Area include Durand, Corktown, Beasley, Central and the North End.

Site Plan Control	development control over site design features of a development, including grading, landscaping, access, parking lot layout, building design and overall site design. Site Plan control is authorized under Section 40 of the Planning Act.
Strip Commercial	a category of commercial use which is generally located in ribbon fashion along major roads, with individual accesses and maximum exposure to both pedestrians and vehicles moving past.
Suburban Development	type of development normally associated with newly developing areas, which caters to automobile traffic and, therefore, provides maximum exposure to the street and has parking in front of the building.
TATOA	Toronto Area Transit Operating Authority.
Tourist Facilities and Services	uses and activities dependent upon and catering to the non-resident public and persons visiting the area for a short-term stay.
Urban Development	type of development normally associated with the older built-up portions of the City, where buildings are built up to the front lot lines with parking, if any, at the rear.
Waterfront	that part of the Central Area between Queen and Victoria Avenue, which fronts onto Hamilton Harbour. It includes publicly-owned land (the former Lax property), lands of the Hamilton Harbour Commission (Piers 8 and 10) and portions of residential lands within the North End East and West neighbourhoods.
Waterfront Master Plan	the land use and development concept for the Waterfront prepared by Coombs, Kirkland and Berridge, dated September 1985.
Woonerf	street design which allows pedestrians to use the street surface on equal terms with vehicles through type of paving, placing of vegetation and bollards, signs, speed limits, etc.

IMPLEMENTATION

Detailed implementation measures are included as actions and studies in the Implementation Appendix; however, two aspects of the implementation program are addressed here because of their importance to policy development and achievement of objectives. These are public participation and monitoring.

PUBLIC PARTICIPATION

Both the Central Area Plan and the Central Area Plan Update 1986 were prepared by citizen committees. The citizen committees were comprised of individuals, community and special interest groups with a commitment to the Central Area as well as a finger on its pulse. The success of this Plan is a result of their involvement and the consensus-building that was achieved at committee meetings.

There is a commitment to continued strong public participation in the implementation of this Plan. It is recommended that actions and studies emanating from this Plan contain a strong public participation component. In order to achieve this, a three-step process should be followed:

1. Information dissemination to the public in a clear, concise manner designed to achieve a broad understanding of the policies and programs and their impacts. Short publications or brochures may assist.
2. Notification and consultation where the City will actively seek opinions, attitudes and advice of individuals, community and special interest groups regarding policies, programs and studies, as well as contemplated or impending changes to existing policies and programs. This should be done in a manner to:
 - a) ensure that proper information and notification is provided to facilitate consultation,
 - b) ensure that appropriate opportunities are provided for consultation to occur,
 - c) ensure that reporting mechanisms are in place which will provide Council with complete and unbiased results of this consultation.
3. Community building where the City will encourage citizens to take action on their own behalf to meet community needs in a manner that will:
 - a) define and meet citizen needs with respect to municipal services,
 - b) use citizen expertise,
 - c) develop City programs in partnership with citizens.

MONITORING

Regular and systematic review and updating of recommended policies and actions is critical to the success of this Plan. Directions, emphasis and actions will change over time as other events occur, priorities change and resources are re-evaluated. A planning document must be able to accommodate change and adapt as necessary.

This Plan is an update of the Central Area Plan which was prepared in 1980 and approved in 1981, some five years ago. It is important that the Central Area Plan Update 1986 undergoes the same thorough review and revision in five years time. Small scale review and revision to policy may occur at any time in the interim. In addition, the studies and actions generated by the Plan will require monitoring to determine degree of success and achievement of the Plan's objectives.

Monitoring should be detailed and systematic and cover all aspects of an area or issue. Statistical data should be complemented by subjective data provided by those involved in, or affected by, policies and resulting actions.

It is also critical that CAPIC is involved in the monitoring/updating process on an ongoing basis and in the review of studies and evaluation of study recommendations. Planners and implementors must work together for best results.

The Plan itself is intended to be somewhat flexible. Major changes in policy and direction will require an amendment to the Plan approved by City Council and with full public participation.

POLICIES

LAND USE DESIGNATIONS

COMMERCIAL CENTRE DESIGNATION

The Commercial Centre designation denotes lands to be used for intensive commercial use primarily, and also for residential use in high density and/or mixed use developments.

The lands within the Commercial Centre designation have traditionally functioned as the heart or core of Hamilton. This area is also defined as the Regional Centre in the Regional Official Plan. As the Regional Centre, and through the implementation process of this Plan, the employment population should substantially increase by 2001 through attraction of new commercial development, people and facilities. Of prime importance is the creation of an attractive, vibrant, well-designed, human-scale environment to make the area desirable for further growth. In addition, the transportation and service infrastructure will be upgraded and realigned in accordance with the new priorities.

It is the general intent of this Plan that the function of the Central Area as the primary regional employment centre be intensified to maximize the advantages of commercial uses in close proximity and to provide a healthy, competitive environment for business and commerce. In particular, the special attributes and features of the downtown core will be promoted in accordance with its designation in the Regional Official Plan as the regional centre. It is intended that it maintain and enhance its paramount commercial function in the City and Region in relation to developments in the designated sub-regional centres.

To achieve this, it is the intent of this Plan to promote downtown Hamilton as the Regional Centre for functions fostering high employment opportunities within the area. To do this, the Plan encourages a wide range of retail outlets, including full-line and junior department stores, specialty, food and general merchandise stores in the Central Area, and particularly, the downtown. In addition, the Plan promotes the location of head offices and large branch offices of finance, insurance and real estate firms serving Region-wide or specialized interests, in downtown Hamilton. It also promotes combined retail/office buildings and encourages retail concentrations which serve a local, ethnic or specialized clientele.

OBJECTIVE 1

The primary commercial area of the City and Region should be within the Central Area.

Policies

- High density commercial uses
- 1.1 Within the Commercial Centre designation, the uses permitted will primarily be high-intensity, high-density commercial uses of the nature of an enclosed shopping mall, office tower or concentration of stores and offices in individual buildings at street level. The Commercial Centre designation will be the focus of major commercial activity. Residential uses may be included.
- 1.2 Within the Region, downtown Hamilton (The Commercial Centre designation) will be promoted as the most appropriate location for new office buildings, retail establishments and other concentrated commercial uses which will create employment opportunities and draw people to the area.
- Central Area priority
- 1.3 Other commercial areas within the City should not jeopardize the Central Area's role as the principal commercial centre for retail and office uses in the City. Any new commercial developments in the City or the expansion of existing commercial centres (if it results in a development greater than 9,290 square metres, (100,000 square feet), should require an objective marketing study showing that the impact will not be detrimental to the Central Area.
- 1.4 Other commercial areas within the Region should not jeopardize the Central Area's role as the principal commercial centre for retail and office uses in the Region. Any new commercial developments in the Region or the expansion of existing commercial centres (if it results in a development greater than 9,290 square metres (100,000 square feet)) should require an objective market study showing that the impact will not be detrimental to the Central Area.

OBJECTIVE 2

The Central Area should provide a broad range of commercial uses of varying types and in diverse locations to fulfill its function as the Regional Centre.

Policies

- Commercial uses and areas
- 2.1 Council will encourage department stores and other large retail outlets ~~planning to situate~~ in the City to locate within the Commercial Centre designation in the Central Area.
- 2.2 Council will encourage head and branch offices of finance, insurance, real estate and other service firms to locate in the Commercial Centre designation in the Central Area.

- 2.3 Existing commercial development along James Street North and James Street South, in Hess Village, and the area east of James St. will be reinforced and intensified, recognizing their special attributes and characteristics.

OBJECTIVE 3

The Central Area's commercial function should be strengthened and diversified through the introduction of new uses and combinations of uses.

Policies

- | | | |
|--------------------------------------|-----|---|
| Commercial development east of James | 3.1 | To enhance the central commercial areas and provide alternative focal points and activity centres to Jackson Square, retail/office concentrations will be directed east of James and north and south on James in existing buildings where possible with commercial infilling between. These axes should provide a variety of complementary commercial uses and activities. Specifics will be outlined in the CBD Study. |
| | 3.2 | Council will encourage consolidation of development within existing commercial areas through infilling, intensification and rehabilitation. |
| James Street North | 3.3 | For James St. North, the recommendations of the James North Heritage District Study will be considered in determining appropriate new development and other activities on the street. |
| Mixed uses | 3.4 | Mixed office/retail and residential buildings will be encouraged, where feasible, whenever redevelopment occurs. |
| Site Plan Control | 3.5 | Site plan control will be applied to all new development in the Commercial Centre designation. |
| Open Space | 3.6 | Open leisure space such as piazzas, gallerias, landscaped areas, small open areas for sitting pedestrian walkways, etc., will be provided in the Commercial Centre designation to contribute to the general amenity. |
| Leisure Centre | 3.7 | As an eastern anchor on King Street East to link with Wellington Street, a multi-activity indoor recreation centre will be designated in the vicinity of Ferguson and Wellington Streets at King Street East. The centre could include a leisure wave pool, multi-purpose gymnasium, indoor golf, bowling, etc. |

OBJECTIVE 4

The downtown shopping area should be promoted, enhanced and enlivened.

Policies

- | | | |
|----------------|-----|--|
| Activities | 4.1 | Interesting and enlivening activities will be encouraged provided they are integrated with other uses and activities, are deemed suitable from the aspects of fit, need, appearance, atmosphere created, degree of obstruction to pedestrians and maintenance or other problems. The uses and activities considered may include, but are not limited to: kiosks, street vendors, sidewalk cafes, information booths, artwork, sculptures, street entertainers and other organized activities and events. |
| Shopping hours | 4.2 | Convenient shopping hours will be established. |
| B I A | 4.3 | The activities of the Downtown and other Business Improvement Areas will be encouraged by the City. |
| Parking | 4.4 | Parking restrictions, particularly in off-business hours, will be adapted to benefit the downtown. |

OBJECTIVE 5

Residential development will be introduced and encouraged in the Commercial Centre designation.

Policies

- | | | |
|------------------|-----|---|
| Residential uses | 5.1 | Residential development will be actively encouraged in the Commercial Centre designation through actions taken by Council such as study, incentives, land acquisition, etc. |
| | 5.2 | Conversion of non-residential buildings and land uses to residential will be encouraged particularly underutilized commercial space and upper floors of retail space. |
| | 5.3 | Mixed commercial/residential developments of appropriate density will be encouraged, along with appropriate accessory services within the building or development. |

MIXED USE AND MIXED INDUSTRIAL/COMMERCIAL DESIGNATIONS

The Mixed Use area is intended to function as an open zoning area where new development and expansions of all types of activities will be permitted provided it can be determined that it will not have an adverse impact on adjacent land uses. Uses permitted in the Mixed Use area include Industrial, Commercial, Residential, Institutional, Recreational and all ancillary uses. In the Mixed Industrial/Commercial designation, all the above uses are permitted except Residential. Industries unsuitable for the Mixed Use Area may be more suitably accommodated in the Mixed Industrial/Commercial designation.

In the Mixed Use designation, careful attention will be paid to the location of any new residential uses in relation to existing commercial and industrial uses so that the residential component is attractive, healthy and liveable. Expansion of existing residential uses within the Mixed Use designation will take into account its impact on adjacent uses.

Goals for industrial, commercial, residential, institutional and recreational uses within the Mixed Use and Mixed Industrial/Commercial areas are as follows:

- To permit existing uses to remain where appropriate.
- To encourage new uses in accordance with performance standards.
- To gradually achieve a rationalization of different land uses so that pockets of viable residential development are protected from industrial and commercial intrusions. Vice versa, pockets of industrial or commercial development should be protected from residential encroachment and possible complaints.
- To consider each application for new development or expansion on its individual merits with a view to the long-term goals of the Central Area Plan for growth and revitalization in the Central Area and an attractive, healthy environment for residents, business and industry.

OBJECTIVE 1

A range of compatible uses should be permitted and encouraged in the Mixed Use and Mixed Industrial/Commercial designations.

Policies

Determina-
tion of
permitted
uses

- 1.1 Within the Mixed Use and Mixed Industrial/Commercial designations, the uses permitted will be any of commercial, industrial, residential or institutional/recreational provided they will not have a negative impact on adjacent land uses.
(Note: residential uses not permitted in the Mixed Industrial/Commercial designation).

Expansion of existing commercial, industrial, residential and institutional/recreational uses and establishment of new uses in the Mixed use and Mixed Industrial/Commercial designations will be encouraged in accordance with performance standards which take into account the following factors:

a) Noise levels created

Noise levels created by the new use or expansion should not significantly increase ambient sound levels at the nearest residential (or noise sensitive) property.

b) Noise control measures proposed, such as:

- i) Noise Control at Source - selection of quieter equipment or process, installation of mufflers, acoustic enclosures, modification of equipment or process;
- ii) Site Planning - orientation of buildings to direct the noise source away from the residential area, spatial separation, including setbacks and sound-insensitive land uses between commercial uses and residences;
- iii) Acoustical Barriers - berms, walls, favourable topographical features, or other intervening structures;
- iv) Architectural Design - blank walls, placement of windows, building heights; and,
- v) Construction - acoustical treatment of walls, ceilings, floors, and selection of acoustical building materials;

c) Air pollution created - Air pollution standards set by the Ministry of the Environment should be met.

d) Displacement or interruption of viable residential frontage.

e) Traffic generation, particularly trucks in residential or commercial areas.

f) Parking requirements - On-site parking should be provided, unless adequate off-street parking facilities of a permanent nature are already established or other acceptable alternatives are available in the vicinity.

- g) External appearance and activities, including:
- i) loading facilities, which should be on site, via alleys or rear access routes.
 - ii) screening - commercial and industrial uses should be screened from residential uses.
 - iii) outdoor lighting, including signs, which should be directed away from all nearby residential districts.
 - iv) scale, height, bulk and shape, which should not conflict with residential uses in the area.
 - v) external appearance from the street which should be in harmony with the prevailing nature of the streetscape in the vicinity.
- h) Servicing - servicing capacities should be available.

OBJECTIVE 2

Industry which is compatible with the aims for the Central Area should remain.

Policies

Existing
industries

- 2.1 Existing industries which are compatible with adjacent land uses or can be made compatible through appropriate buffering or other techniques may remain in their location and will be so recognized in the Zoning By-Law. Particular attention will be paid to the screening of outside storage facilities.

OBJECTIVE 3

New
industries

Appropriate new industrial development should locate in the Central Area in suitable locations.

Policies

New industries

- 3.1 Appropriate new industrial development will be encouraged in the Mixed Use and Mixed Industrial/Commercial designations. The type of industry permitted and desired will be low-intensity, light industrial uses such as food processing, warehouses, manufacturing or assembly plants, laboratories and research facilities, professional and business service establishments and communications facilities or related uses.
- 3.2 New industry will be encouraged to locate in the Mixed Use and Mixed Industrial/Commercial designations in accordance with the following criteria:

Locational criteria

- i) a) The use should be labour intensive. There is a labour supply available within the Central Area; therefore, industries utilizing this pool will be encouraged;
- b) The use should be inoffensive to neighbouring uses, especially residential. Environmental conditions and effects should be carefully assessed; and,
- c) The use should have ready access to its markets and suppliers;
- ii) The site should be readily accessible for transport of goods and access by employees;
- iii) The site should be large enough for on-site parking, loading, storage, expansion and separation from adjacent uses, if required;
- iv) Municipal hard services and waste disposal should be adequate, particularly if large amounts of water are required for processing; and,
- v) Social services, parks and recreational facilities to serve the industrial employees should be available nearby.

Buffers

- 3.3 Wherever feasible, new industry will be positioned in such a way as to provide its own buffer with adjacent land uses through form and placement of buildings and built-in design features. Council may be flexible in its by-laws regulating developments which incorporate such features.

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| Incentives | 3.4 | Inducements to encourage industries to locate in the Central Area will be explored with the Region through study by the Economic Development Department of similar actions by other cities, special legislation, promotion techniques, possible acquisition of property and re-use of existing buildings. |
| Pollution controls | 3.5 | The appropriate authorities are encouraged to continue and augment their programs to reduce air, noise and water pollution in the Central Area. New industries will be carefully assessed to determine the levels of air, noise and water pollution which may result from their operation. |

OBJECTIVE 4

Industry which is not compatible with the aims for the Central Area should be relocated.

Policies

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| Relocation of industries | 4.1 | Council will work to facilitate relocation of industries whose operations may be offensive by virtue of heat, noise, glare, vibration or obnoxious emission or that involve large-scale operations not enclosed in buildings, to more appropriate locations to ensure that the amenity of the Central Area is not jeopardized. |
|--------------------------|-----|--|

NEIGHBOURHOOD RESIDENTIAL DESIGNATION

The Neighbourhood Residential designation denotes lands where the predominant use is and will continue to be housing. Only uses compatible with housing will be permitted to remain or locate there. Uses permitted include Residential, Neighbourhood Commercial, Neighbourhood Institutional, Neighbourhood Recreational and all ancillary uses. Where uses are defined as "Neighbourhood", such as Neighbourhood Commercial, it will mean that the uses are of a scale and type which is oriented to the needs of the Neighbourhood.

Institutional and Recreational uses are also permitted provided it can be shown that they will not detract from the residential amenity and quality of life in the area, or their impacts can be mitigated to an acceptable level.

A strong residential component close to the downtown is essential to maintain and enhance the downtown's economic and service functions, reduce dependency on commuting and transportation facilities and create a ready market for the downtown's concentration of retail, institutional and service facilities.

OBJECTIVE 1

Existing residential neighbourhoods should be preserved and strengthened.

Policies

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| Residential neighbourhoods | 1.1 | The Neighbourhood Residential designations will be preserved as prime residential locations where residential development will be enhanced and protected through provision of human and community services, zoning protection, re-routing of traffic, separation and buffering of incompatible uses and other appropriate measures. |
| Variety of housing | 1.2 | Within the Neighbourhood Residential designation, a variety of housing types ranging from single-family to townhouse and apartment units including medium density, low-rise units for families will be promoted, taking into account appropriate locations, adjacent uses and available services in the vicinity. Units ranging from bachelor to multi-bedroom will be available. |

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| Social housing | 1.3 | Each neighbourhood will contain its share of integrated social housing which is well-designed, contains appropriate amenities for its tenants and takes advantage of services and facilities existing in the area. |
| Traffic | 1.4 | In keeping with existing policy, through-traffic will be re-routed away from the interior of the Neighbourhood and directed to the arterial roads on the periphery, wherever feasible. |
| Protection from strip commercial development | 1.5 | Neighbourhood Residential designations will be protected from strip commercial development and encroachments and its effects such as noise, litter, traffic and parking problems which would adversely affect the residential amenity and cause it to be less attractive. |

OBJECTIVE 2

Renovation, infilling and compatible redevelopment should be encouraged.

Policies

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| Rehabilitation | 2.1 | The rehabilitation of older or deteriorating housing will be encouraged wherever possible and desirable. |
| | 2.2 | Demolition control legislation will be strengthened as a means to preserve viable residences. |
| | 2.3 | The Property Standards By-law will be implemented and enforced. |
| Infilling | 2.4 | Redevelopment, where encouraged within Neighbourhoods, will be in the form of infilling of a scale and design which is compatible with existing development and energy efficient. |
| Low-rise, medium density development | 2.5 | Innovative low-rise, medium-density developments which are energy efficient, respect existing views and vistas of the Bay and the Escarpment and are of high architectural standard will be encouraged in Durand, Corktown, the North End and portions of Central Neighbourhood. |
| Park/residential development | 2.6 | Special areas will be set aside for integrated park and residential development designed to revive and humanize existing older Neighbourhoods. |

OBJECTIVE 3

Community facilities within the Central Area should be increased and encouraged to expand their services.

Policies

Community
facilities

- 3.1 The existing infrastructure of community facilities and services such as schools, hospitals, day-care facilities, drop-in centres, neighbourhood stores, parks, etc., will be maintained, improved and augmented.

PARKS DESIGNATION

The Parks designation denotes lands to be used for Recreational and all ancillary uses. As part of the institutional and recreational inventory, parks and open space are a vital part of the Central Area's attraction as a people place. Areas designated Parks serve to support and balance the other uses in the area, particularly residential.

The lands of the Escarpment - one of Hamilton's best natural assets - should be properly utilized for park and recreational purposes to improve the quality of life and the City's image. Neighbourhood parks are intended to serve neighbourhood residents and should be of high quality and designed to meet the needs of the neighbourhood.

OBJECTIVE 1

Parks and open space in the Central Area should be planned, acquired, developed to a high standard, expanded and integrated with other land uses and activities.

Policies

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| Park development priorities | 1.1 | The Parks designations will receive high priority for development, improvement and expansion. |
| Park categories | 1.2 | Parks in the Central Area will be designated by use and function as community parks, neighbourhood parks and mixed-use parks, and categorized in detailed fashion according to specific purpose intended, including age group to be served, facilities, activities permitted and associated uses. |

WATERFRONT RECREATION DESIGNATION

The Waterfront Recreation designation denotes lands used for park, open space, residential and limited commercial or other viable uses bordering the waters of Hamilton Harbour in the North End. The Central Area Waterfront extends from the CNR property at Queen Street to Wellington Street, and includes the former Lax property which is now publicly owned, Pier 4 Park, the lands of the Hamilton Harbour Commission from the Leander Boat Club up to and including Piers 8 and 10, and the HMCS Star owned by the Department of National Defense at Pier 9. It also includes residential properties immediately adjacent to the waterfront lands.

This area is of prime importance to the fulfilment of the objectives of the Central Area Plan. It will serve as an attraction for local residents and tourists. It will balance the commercial development of the downtown with a recreation-oriented development nearby and also within the Central Area. The addition of selected commercial and residential uses to enhance the recreation function should be carefully integrated.

OBJECTIVE 1

The waterfront area should be planned, designed and developed to a high standard, and acknowledged as a priority project within the City.

Policies

Waterfront
development
and design

- 1.1 Park and recreational development of the waterfront area will be given high priority within the City.
- 1.2 Design and facilities in the waterfront area will take maximum advantage of the setting available and the benefits accruing to residents of the Central Area and City. Heights of buildings and facilities will respect views from the shoreline and adjacent areas.
- 1.3 Site planning under Section 40 of The Planning Act will be particularly significant in the Waterfront Recreation designation.

OBJECTIVE 2

Uses considered and permitted in the waterfront area should be carefully selected to allow high quality, compatible development.

Policies

Waterfront land uses

- 2.1 Viable land use options for the waterfront will include recreation, open space, residential, and limited commercial organized in a fashion which is compatible, consistent and cohesive so that the area evolves as an attraction and showpiece for the City and Region.
- 2.2 Specific land uses and activities in the waterfront area will be determined through consideration of the appropriate planning documents, such as the North End Waterfront Secondary Plan, and the Waterfront Master Plan.

OBJECTIVE 3

The waterfront area should be accessible from all areas of the City, and with a strong, readily identifiable link to the downtown core.

Policies

Waterfront access

- 3.1 The provision of efficient, safe, easily identified access to the waterfront and the actual shore from east, west and south will be a priority.
- 3.2 Waterfront access will be designed to minimize adverse impacts on the existing residential area.
- 3.3 Linkage between the waterfront area and the downtown will be planned, designed and developed as a priority to maximize the mutual advantages of each area to the other.
- 3.4 The waterfront area will be linked to Dundurn Castle in the west by means of pedestrian and bicycle paths.

Visual access

- 3.5 The waterfront will be visually accessible from as much of the surrounding neighbourhood area as possible.

INSTITUTIONAL AND RECREATIONAL USES
(Policies apply throughout the Central Area)

INSTITUTIONAL AND RECREATIONAL

It is generally intended that the concentration of cultural, entertainment, institutional and recreational activities in the Central Area be optimized to provide an attractive social environment, promote tourism and create jobs. Tourism is one of the fastest growing industries in Ontario; Hamilton should ensure its share of the market.

The Central Area already has a well-developed nucleus of institutional and recreational uses. This nucleus is anticipated and encouraged to expand, particularly in the recreational field, in order to draw more people to the area.

It is intended to promote the Central Area's existing cultural and entertainment amenities as attractions to people from within and outside the Central Area, City and Region. It is further intended to attract the necessary complement of institutional, social service and recreational facilities to support the Central Area and balance other forms of development. The concentration of all such amenities in the Central Area will increase the attractiveness of the area.

OBJECTIVE 1

Institutional and recreational uses should be encouraged in appropriate locations throughout the Central Area.

Policies

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| Institutional uses | 1.1 | The existing inventory of institutional uses will be maintained and promoted, linked and expanded in order to stimulate development of other land uses and attract people to the area, particularly in non-working hours. |
| | 1.2 | New institutional uses will be encouraged to locate on sites adjacent to other institutional or commercial uses to permit the sharing of parking and other facilities. The location should be in accordance with the following provisions: |
| Locational criteria | i) | Sufficient off-street parking will be provided, with particular attention to on-site locations, and buffer and landscape treatment, where appropriate; |
| | ii) | The proposal is of a scale that will be compatible to and integrate with the character of established or proposed development in the surrounding area; and, |
| | iii) | The location takes into account the needs and requirements of its users and/or occupants, especially senior citizens or handicapped persons. |

- Schools
- 1.3 School sites and other appropriate institutional facilities will be maximized as social, recreational and community centres after hours.
 - 1.4 Special consideration will be given to the social/community function of schools in the Central Area where closure is considered. In addition, compatible uses will be permitted to locate within school buildings, if this will serve to keep the school open.
 - 1.5 Where schools have been closed, a mechanism will be established between the School Board, the City and other appropriate bodies to determine the best future use for the Site.

OBJECTIVE 2

Tourist and convention facilities and services should be increased and enhanced in the Central Area.

- Tourism
- 2.1 Tourism will be promoted in the context of developing the Region as a tourist/convention destination.
 - 2.2 Tourist facilities and services, including senior citizen centres, which would attract people to the City and the downtown area will be located in the Central Area to make use of the existing Central Area attributes and infrastructure, e.g., the Bay, Escarpment, views, vistas, Civic Square, etc.

OBJECTIVE 3

Human and social services and facilities should be expanded in the Central Area.

Policies

- Social Services
- 3.1 Social service agencies, health services and recreation facilities will be encouraged and given incentives to expand in the Central Area in appropriate locations to provide the necessary inducement for residential development in the area and support for a high employment population. Such facilities should include services for families and persons with special needs.
- Services for seniors
- 3.2 In areas of large numbers of senior citizens, provision will be made, where feasible, for special facilities and considerations to make the area more convenient and accessible.

OBJECTIVE 4

Recreation facilities and services should be increased.

Policies

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| Recreation facilities | 4.1 More recreation facilities and services should be provided in the Central Area. |
| | 4.2 The attraction of the Bay as a recreational resource will be enhanced so that the Bay is a pleasant place to canoe, sail, row, swim, fish or view from land or water, for all users. |

OBJECTIVE 5

Cultural programs and policies should be encouraged to provide a strong cultural and artistic element within the community.

Policies

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| Cultural programs | 5.1 Cultural policies and programs should be established. |
| | 5.2 Arts policies and programs should be established to enhance the quality of life. |
| | 5.3 Artwork and sculptures should be provided in appropriate locations to enrich the environment. |

MOVEMENT

(Policies Apply Throughout the Central Area)

MOVEMENT

An efficient comprehensive transportation system is essential to the Central Area's role as the primary Regional employment centre and the enhancement of its business and commercial function.

A prime consideration is the need to integrate the transportation system into the desired living and working environment in such a way that the efficiency of the transportation system does not undermine the attractiveness of the area. This transportation system, embracing car, bus, bicycle, rail and truck as well as parking, loading and distribution points should move people and goods into, out of, and within the Area with minimum disruption to the desired working and living environment.

Key improvements include the reduction of "through" truck and commuter traffic within the core, the creation of a circumferential road system with special priority for a north perimeter road, and the provision of a pedestrian circulation system in appropriate locations to enhance commercial, shopping and recreational facilities, and development of efficient, co-ordinated public transit services.

OBJECTIVE 1

An efficient traffic system should be sustained in the Central Area.

Policy

Efficient
traffic
system

- 1.1 Priority should be given to establishing a traffic system compatible with pedestrians, desired land uses, and other goals for the Central Area.
- 1.2 Road conditions should be improved as part of the overall improvement of the image and environment in the Central Area.

OBJECTIVE 2

Traffic patterns should be devised to provide access to the downtown without attracting through traffic to the core.

Policies

North
perimeter
road

- 2.1 Planning for a north perimeter road should reflect the over-all goals for the Central Area with special consideration given to resolving any potential problems arising from its impact on adjacent residential neighbourhoods, the waterfront and on traffic flow through the downtown core. The scale of such a road should be appropriate to needs, including the environment.

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|------------------------|-----|---|
| Through-traffic routes | 2.2 | A system of truck and through-traffic routes should be established, minimizing impacts on the downtown core and residential areas. |
| Road priorities | 2.3 | Any decision on the priority for new roads should take into account the importance of the Central Area in providing a high level of service to the whole Region, creating employment opportunities, energy efficiency, and improved environmental quality in terms of amenities and safety. |

OBJECTIVE 3

Through-traffic should be diverted from the interior of residential neighbourhoods.

Policies

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| Diversion of through-traffic | 3.1 | Wherever feasible, through-traffic will be re-routed away from residential areas to minimize disturbance and enhance the residential amenity. |
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OBJECTIVE 4

The pedestrian environment should be improved.

Policies

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|-----------------------------------|-----|---|
| Pedestrian movement | 4.1 | Improvements designed to facilitate and stimulate pedestrian circulation as an enhancement of the economic well-being and physical attractiveness of the downtown core will be encouraged and eventually expanded into a pedestrian network. |
| Pedestrian/
bicycle links | 4.2 | Within the Central Area, links will be encouraged as shown on Map 1. The links will be composed of pedestrian walkways, bicycle paths and easements in an imaginative design. This will form, where feasible, a continuous parks and recreation system from the Escarpment to the Bay. It will also facilitate direct access to adjacent parks, residential areas, the downtown core and other pedestrian destinations within the City. |
| Pedestrian access for the elderly | 4.3 | Improved pedestrian access should be encouraged in the downtown core for the elderly, parents with small children, the handicapped and disabled. |
| Vehicle/
pedestrian separation | 4.4 | Wherever feasible and desirable, vehicular and pedestrian traffic will be separated. |

OBJECTIVE 5

To preserve and promote the economic health of the downtown core as the Regional economic centre, sufficient parking spaces should be provided and parking facilities upgraded, conveniently located and so operated as to encourage use for shopping and entertainment as well as for business.

Policies

Parking
facilities

- 5.1 Parking, on- and off-street, underground, and in parking structures above ground, will be provided.
- 5.2 Parking, loading and docking facilities for new development will be required, including the provision of multi-level parking structures directly by the proponent or in cooperation with other developers to support an increased employment and shopping population.
- 5.3 On-street parking will be reviewed with a view to optimum utilization of the spaces and compatibility with safety and movement needs.
- 5.4 The use of suitably buffered and landscaped off-street parking lots will be encouraged.

OBJECTIVE 6

The safe, convenient use of bicycles minimizing conflicts with pedestrians and vehicles should be encouraged throughout the Central Area.

Policies

Bicycle
routes

- 6.1 The safe use of bicycles through provision of bicycle routes will be encouraged in the Central Area.

OBJECTIVE 7

Improved, coordinated public transit is a necessity and should be encouraged in the Central Area.

Policies

Public
transit

Multi-modal
transportation
terminal

- 7.1 All forms of public transit, including bus and rail, should provide convenient, co-ordinated service.
- 7.2 A multi-modal transportation terminal should be provided in an appropriate location in the Central Area.

OBJECTIVE 8

Inter-urban passenger rail service should be improved for the Central Area.

Policies

- Rail service
- 8.1 The existing commuter rail service should be improved between Hamilton and Toronto.
 - 8.2 Existing inter-city passenger rail services linking Hamilton with Toronto and all other centres should be maintained and improved.
 - 8.3 Council will encourage relocation or removal of railway lines which do not require a Central Area location and the reversion of these lands to the municipality.

OBJECTIVE 9

Inter-urban public transit by bus should be improved.

Policies

- Bus service
- 9.1 The bus service between Toronto and Hamilton should be maintained at existing or improved levels.
 - 9.2 The bus service between Hamilton and surrounding communities within and beyond the Hamilton-Wentworth Region should be improved.

OBJECTIVE 10

Intra-urban public transit serving the Central Area should be improved.

Policies

- Public transit
- 10.1 Innovative methods will be promoted to improve the efficiency of public transit service linking the downtown core and other areas of the city for the convenience of users.

OBJECTIVE 11

Passenger air service for Hamilton should be improved.

Policies

- Air service
- 11.1 The use of Hamilton Civic Airport should be encouraged as a stimulant to the economic well-being of the Central Area.

URBAN DESIGN

(Policies Apply Throughout the Central Area)

URBAN DESIGN

Urban Design is an important visual and functional component of city land use planning. Its purpose is to improve the quality of life and strengthen the economy. It concerns the form and appearance of buildings and their inter-relationships with each other and the preservation of the character of buildings and areas of architectural and historical interest.

In the Central Area, Urban Design is most concerned with the continuation of a built form which maintains the strong urban statement already apparent in building form and streetscape.

Visual aspects of Urban Design include:

- massing of buildings
- relationship of buildings to each other
- appearance of individual buildings
- the definition of open space by buildings
- the appearance of open spaces including streets, parks, parking lots, and privately owned areas visible to the public.

Functional aspects of Urban Design include:

- pedestrian linkages between buildings, between buildings and open space, and between open space and open space
- integration of the pedestrian system with the vehicular system
- access to sunlight;
- shelter from wind, rain and snow;
- open space design aimed at reducing crime.

There are significant opportunities for Urban Design in the Central Area. Urban Design initiatives already started include: downtown streetscaping, heritage district studies, the + 15 walkway system and the Waterfront Study.

OBJECTIVE 1

The character and role of the Central Area should be enriched and expanded through correct urban design principles applied in a manner to ensure an attractive urban environment and economic well-being.

Policies

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| Design excellence | 1.1 | Design excellence and coordination will be required and encouraged, to create an attractive and cohesive environment throughout the Central Area. |
| | 1.2 | Innovative building designs and layouts will be encouraged especially if they involve integration of varying land uses. |
| Views and vistas | 1.3 | Council will encourage building design which preserves important view corridors, vistas of the Escarpment and the Bay, and visual access to significant architectural features of buildings. |
| Weather mitigation | 1.4 | The design and siting of new buildings will take into account how the new structure and surrounding buildings modify the effects of wind, rain, snow, sun, heat and cold. Efforts will be made to mitigate the effects of adverse weather conditions on the pedestrian. |
| Human-scale design | 1.5 | Council will encourage building design which takes into account the human scale and human interaction through consideration of height, mass, exterior design, access and amenity. |
| Setbacks | 1.6 | Council will encourage appropriate building setbacks, taking into consideration existing setbacks, and development of the setback area for pedestrians. Where residential development is proposed in conjunction with commercial, additional setbacks will not be required for the residential component. |
| Prominent sites | 1.7 | The design of new buildings on prominent sites will receive special attention so that they can fulfill their key contribution as functional and visual elements of the Central Area. |
| Gore Park | 1.8 | The area surrounding Gore Park should be given particular design attention so that new development maintains the sense of enclosure already present in Gore Park and the buildings reflect and enhance its human scale. |
| Links | 1.9 | Areas between the downtown and Hess Village, James North, the Waterfront and King East should be designed to ensure appropriate development and proper pedestrian linkage. |
| Low-rise/
high density
development | 1.10 | New development in the form of low-rise, high or medium density structures as well as high-rise, where appropriate, should be encouraged. High-rise development will be discouraged in low-rise residential areas. |

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| Waterfront design | 1.11 | Design of waterfront development should be compatible with the natural environment and with the adjacent neighbourhood. |
| Site Plan Control | 1.12 | Site plan control will be applied throughout the Central Area for all new developments except one and two-family dwellings. |
| Building character | 1.13 | Buildings making a strong urban statement and a contribution to the streetscene will be encouraged. Highway commercial type of development will not be permitted. |

OBJECTIVE 2

Buildings and areas which contribute to the architectural and historic significance of the Central Area will be conserved to provide a liveable and economically competitive environment. New development should be compatible with such buildings and areas to create a cohesive image of the city which is visually rich and with a human scale.

Policies

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| Heritage buildings | 2.1 | Buildings of architectural and historic interest will be identified, ranked by LACAC and, where necessary, protected and enhanced through designation under the Ontario Heritage Act. |
| Heritage areas | 2.2 | Special design attention will be given to areas of architecturally and historically important buildings. |
| Heritage districts | 2.3 | Conservation policies including heritage district designation, where appropriate, will be encouraged. Heritage district studies will either be carried out separately or as part of a district study with a wider mandate, e.g. land use, traffic, revitalization, urban design, etc. In either case, heritage district policies will be fully integrated with planning philosophy. |
| Incentives | 2.4 | Appropriate incentives such as grants, loans, tax breaks, streetscaping and consultant help will be used to conserve architectural and historic buildings and areas. Where resources permit, strategies will be proactive rather than reactive. |
| | 2.5 | LACAC will make recommendations on strengthening the controls and incentives for building and area conservation, including use of a permit control system similar to the Niagara Escarpment Commission, revamping of the funding programs and other promotional measures. |

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| Standards | 2.6 | Standards which militate against building preservation, e.g. the commercial section of Building Code, will be reviewed and recommendation made for modification to encourage preservation. |
| Zoning | 2.7 | The zoning by-law will be used to encourage retention of buildings by relaxing standards for conversions, eliminating uses which will add to redevelopment pressures, e.g. parking and permitting uses in existing structures which would not normally be permitted. |
| | 2.8 | Mechanisms such as site plan control, demolition control and transfer of development rights will be used in negotiations for securing future life for heritage buildings and areas. |
| Demolitions | 2.9 | When demolitions are considered, the architectural and historic importance of the building and its contribution to its context will be considered alongside the other policies in this Plan. LACAC will recommend appropriate actions. |
| | 2.10 | Innovative combinations of old and new buildings will be encouraged as an alternative to demolition. New buildings in the vicinity of heritage buildings and areas will be compatible in scale, height and proportions. |
| | 2.11 | If a heritage building is threatened with demolition, efforts should be made to relocate it to another site, if possible, or to preserve its architectural features. |

OBJECTIVE 3

Integration of safety features, energy conservation measures, recreation facilities and other compatible uses should be encouraged in new development and redevelopment.

Policies

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| Safety design | 3.1 | Council will encourage safety design features additional to the Building Code requirements to be incorporated into existing and new developments, such as special lighting, access and openness to public view. |
| Recreation facilities | 3.2 | Redevelopment and rehabilitation projects will incorporate recreational and leisure facilities within their structures or acreage if suitable. |

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| Energy efficiency | 3.3 | Council will promote energy-efficient construction, heating, insulation, cooling and ventilation systems, layout and design and any other relevant energy-saving techniques to be incorporated in all buildings and site plans for major buildings in the Central Area. |
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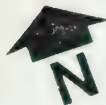
OBJECTIVE 4

The Central Area streetscape should reflect the significance of central Hamilton to the Region.

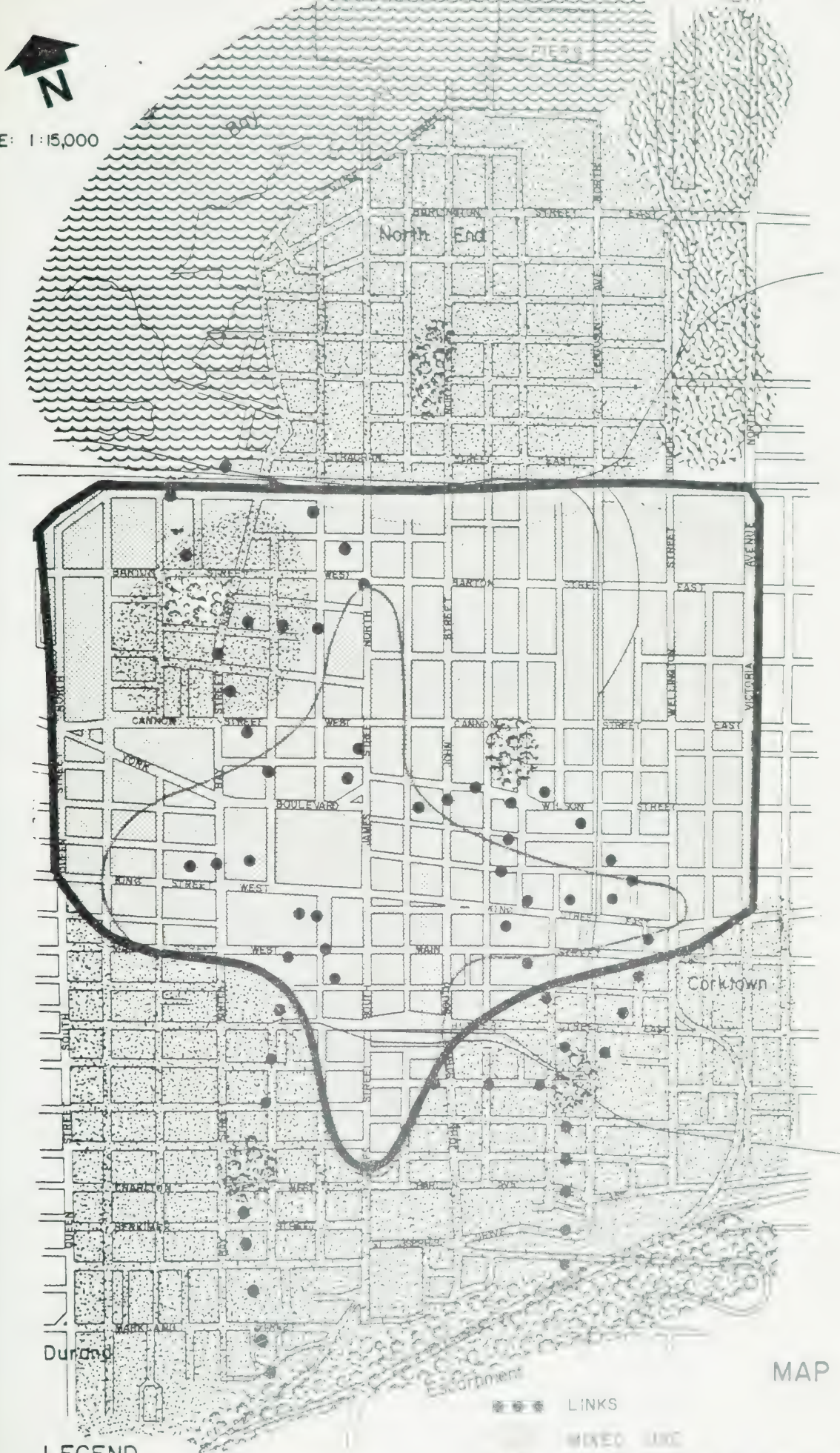
Policies

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| Streetscape design | 4.1 | Throughout the Central Area, Council will establish and follow quality design standards for the streetscape through provision and co-ordination of appropriate sidewalk material, street furniture, lighting, rest areas, kiosks, information booths, art, fountains, trees, other plant materials, and sidewalk cafes, provided normal pedestrian use is not impeded. |
| Signs | 4.2 | Signs, advertisements and billboards are a significant part of the streetscape and will be co-ordinated and designed to be complementary with the objectives of this Plan. |
| Facades | 4.3 | Building facades and the sidewalk area will be reviewed in order to redesign storefronts, open them to the street, provide additional seating, viewing areas, etc. and create an attractive sidewalk atmosphere. |
| Cleanliness | 4.4 | The Central Area and the downtown in particular will present a clean orderly appearance. |
| Parking lots | 4.5 | Wherever feasible, parking lots will be relocated to parking structures, above or below ground or other facilities, or buffered by buildings or landscaping to camouflage this use from public view while maintaining safety considerations. |
| Open space | 4.6 | Empty spaces and open areas that might be appropriate for public use will be effectively utilized and appropriately designed. |
| Art | 4.7 | Outdoor art, sculptures and murals should be considered as elements of the streetscape. |

MAP



SCALE: 1:15,000



CENTRAL AREA LAND USE STRATEGY 2001

MAP No. 1

LEGEND

- NEIGHBOURHOOD RESIDENTIAL
- COMMERCIAL CENTRE

- LINKS
- MIXED USE
- MIXED - RESIDENTIAL / COMMERCIAL
- PARKS
- WATERWAYS

MAP INTERPRETATION

MAP 1

CENTRAL AREA LAND USE STRATEGY 2001

Future uses in the Central Area will be in accordance with the general designations on Map 1. Designations are conceptual in nature.

Land uses will be in accordance with the following:

1. The Commercial Centre designation denotes lands to be used intensively. The lands will primarily be for commercial use, but also for other uses in the "Mixed Use" category, except industry.
2. The Neighbourhood Residential designation denotes lands to be used for:
 - Residential
 - Neighbourhood Commercial
 - Neighbourhood Institutional
 - Neighbourhood Recreational, and
 - all ancillary uses.

Where uses are defined as "Neighbourhood" such as Neighbourhood Commercial, Neighbourhood Institutional and Neighbourhood Recreational, it will mean that the uses are of a scale and type which is oriented to the needs of the Neighbourhood.

3. The Parks designation denotes lands to be used for:
 - Recreational, and
 - all ancillary uses.
4. The Waterfront Recreation designation denotes lands to be used for:
 - Recreational
 - Residential
 - limited Commercial, and
 - all ancillary uses.
5. The Mixed Use designation denotes lands to be used for the following uses where they are compatible with their surroundings:
 - Industrial
 - Commercial
 - Residential
 - Institutional
 - Recreational, and
 - all ancillary uses.

Compatibility of uses will be determined by performance standards enunciated in the policies.

6. The Mixed Industrial/Commercial designation denotes lands to be used for the following uses where they are compatible with their surroundings:

- Industrial
- Commercial
- Recreational
- Institutional
- all ancillary uses.

Compatibility of uses will be determined by performance standards enunciated in the policies.

7. Links shown on Map 1 denote desired pedestrian links between Parks, Waterfront Recreation designations and Commercial Centre designations. Links between Commercial Centre designations denote a continuous commercial dominance and exchange.

DRAFT
CITY OF HAMILTON

CENTRAL AREA PLAN UPDATE

1986

IMPLEMENTATION

APPENDIX

Prepared by the Planning and Development Department
of the Regional Municipality of Hamilton-Wentworth
in conjunction with the Central Area Plan
Implementation Committee

W.P. DOC. 2352P

July 1986

ACTIONS AND STUDIES

Implementation of the Central Area Plan Update 1986 will occur through:

- actions by various City and Regional Departments
- actions by various committees and agencies
- preparation of Terms of Reference for various studies
- provision of appropriate funding for studies and actions to be undertaken
- coordination of priorities on a detailed basis for implementation

Many studies are recommended as a result of the policies contained in the Plan. Studies are necessary because the policies may have wide ranging ramifications, show a significantly different direction or require expenditure of considerable amounts of money in order to materialize. Studies will examine policies recommended in the Plan within the context of other policies and actions, the existing situation, the costs and benefits of the action, the expected results and recommendations for further action or a different course of action. CAPIC should have input to all Terms of Reference for recommended studies. CAPIC should also have the opportunity to review and comment on recommendations prior to completion of the studies.

Studies recommended in the Plan are listed in the Implementation Studies Program. These studies are prioritized according to importance and potential benefit to the Central Area. These include the Commercial Facades Study, the CBD Study, Streetscaping Priorities and Bicycles. Priorities may change over time and should be re-evaluated on a regular basis by CAPIC. In addition, priorities must be co-ordinated so that related aspects of an area or issue are addressed at the appropriate time to ensure optimum return on expenditure and best results. The expedition of actions to accomplish the aims of the Plan is critical.

Actions listed generally follow from the policies outlined in the Central Area Plan Update 1986. The actions are intended to detail how the policies will be implemented, and by whom. The actions are intended to ensure that the policies are translated into visible, tangible change and improvement in the Central Area so that it fulfills its role as the Regional Centre. Inherent in all considerations is the need for efficient processing of implementation measures and improvements where necessary.

Actions are listed in the same order as the policies in the Plan, although the same action may apply to several policies. Applicable policies are listed in brackets after each action.

ACTIONS

COMMERCIAL CENTRE DESIGNATION

Actions

1. The Durand, Corktown, Beasley and Central Neighbourhood Plans will be reviewed during the regular Neighbourhood Plan review process to comply with the Central Area Plan and particularly the Commercial Centre designation. (Policy 1.1, 2.3)
2. City Council will work with developers through the Real Estate Department when the sale of City owned land is involved, or request the Region through the Economic Development Department when the downtown is being promoted, to encourage maximum use of the site for high-density commercial uses. When lower intensity development is proposed, provision should be made for additional development at a later date. (Policy 1.1)
3. City Council will draw up Terms of Reference for and initiate a Central Business District (CBD) Study, including CBD boundaries, to address the specific requirements of the downtown core and to develop detailed policies and actions to fulfill those requirements. (Policy 1.2, 2.1, 2.2, 3.1, 3.2, 3.4)
4. City Council will initiate a study of the "I" zoning district by areas, such as James North and King East, with a view to modification for more appropriate development in terms of type, density, scale, site, lot coverage, setbacks, etc. Infilling, intensification and rehabilitation will be encouraged over expansion of the commercial area. (Policy 1.2, 2.1, 2.2, 3.2)
5. City Council will request the Region through the Economic Development Department to develop a real estate ledger showing the availability of commercial premises, including re-use of existing buildings. (Policy 1.2, 2.1, 2.2)
6. City Council will request the Region through the Economic Development Department to promote downtown Hamilton. (Policy 1.2, 2.1, 2.2)
7. City Council will require an objective marketing study for any new commercial development in the City or the expansion of existing commercial centres (if it results in a development greater than 9,290 square metres or 100,000 square feet) showing that the impact will not be detrimental to the Central Area. (Policy 1.3)
8. City Council will request the Region to require an objective marketing study for any new commercial development in the Region or the expansion of existing commercial centres (if it results in a development greater than 9,290 square metres or 100,000 square feet) showing that the impact will not be detrimental to the Central Area. (Policy 1.4)

9. City Council will draw up Terms of Reference and initiate district studies examining land use, heritage, urban design and traffic issues with an advisory committee for each area such as King East, James South, Hess Village, Main East, etc. (Policy 2.3, 3.1, 3.2)
10. City Council will review the Downtown Action Plan to update its recommendations and complete uninitiated recommendations. (Policy 2.3)
11. City Council will initiate amendments to the zoning by-law as recommended by the various district studies or neighbourhood plans review. (Policy 2.3, 3.1, 3.2)
12. City Council will actively search for and participate in funding programs designed to upgrade commercial areas, such as the Main St. Program, Commercial Facades, various Heritage Programs, etc. (Policy 2.3)
13. City Council will consider incentives for new development in the form of land acquisition, provision of a parking structure, city initiative, or other encouragement to act as a 'seed' for desired development. (Policy 3.1)
14. City Council will implement the recommendations in the James North Heritage Study. (Policy 3.3)
15. City Council will amend the Site Plan Control By-law to include all areas within the Commercial Centre designation. (Policy 3.5).
16. City Council will address suitable locations and designs for open leisure space through the CBD Study as part of the pedestrian system and through the CBD Architectural Design guidelines which will outline treatment for open spaces. (Policy 3.6)
17. City Council will draw up Terms of Reference and initiate a feasibility study for an indoor leisure centre. (Policy 3.7)
18. The appropriate rezoning and promotion will occur once feasibility is established for the indoor leisure centre. (Policy 3.7)
19. City Council will continue to work with the Downtown BIA, other BIA's, groups and organizations to review and encourage appropriate activities in the Central Area. An Events Programming study and implementation program may be pursued. (Policy 4.1)
20. City Council will develop Terms of Reference and initiate a study of convenient shopping hours including impact on sales, merchants, shopper attitudes, competition, alternatives, spin-offs, participation, benefits and disbenefits. (Policy 4.2)
21. City Council, through the Community Development Department, will continue its assistance to the Business Improvement Areas. (Policy 4.3).

22. City Council will facilitate the formation of new Business Improvement Areas. (Policy 4.3)
23. City Council will encourage all downtown Business Improvement Areas to form an umbrella association for the promotion of downtown interests. (Policy 4.3)
24. City Council will examine and implement ways to provide parking in particular hours to benefit the downtown. (Policy 4.4)
25. City Council will initiate the Hamilton Housing Incentive Study to recommend ways to introduce more housing into the downtown and Central Area. (Policy 5.1, 5.2)
26. City Council will include review of the "I" zoning districts to facilitate residential use either on its own or in mixed use buildings in the general review of the "I" district mentioned in Action 4. (Policy 5.3)

MIXED USE AND MIXED INDUSTRIAL/COMMERCIAL DESIGNATIONS

Actions

1. City Council will apply the performance standards in the consideration of zoning applications through review by the appropriate agencies such as the Ministry of the Environment and the application of their standards and requirements. (Policy 1.1)
2. City Council will draw up Terms of Reference and initiate an Industrial Strategy Study aimed at examining the suitability of existing industrial development, appropriate new industrial development and measures to ensure compatibility with adjacent uses. (Policy 1.1, 2.1, 3.1, 3.2, 3.4, 4.1)
3. The Corktown, Beasley, Central and North End Neighbourhood Plans will be reviewed during the regular Neighbourhood Plan review process to comply with the Industrial policies in this Plan. (Policy 1.1, 2.1, 3.1, 3.2)
4. The zoning by-law will be reviewed and amended as appropriate. (Policy 1.1, 2.1, 3.1, 3.2)
5. Site Plan Control will be applied to all new industrial uses in the Central Area to address the need for buffering, screening, parking and access. (Policy 3.2, 3.3)
6. City Council will publicize its desire for appropriate new industry in the Central Area. (Policy 3.1, 3.2)
7. City Council will request the Region through the Economic Development Department to promote the location of appropriate industrial uses in the Central Area. (Policy 3.1, 3.2, 3.4)
8. City Council will request the Region through the Economic Development Department to establish a data bank of available industrial space in the Central Area. (Policy 3.1, 3.2)
9. City Council will approach other levels of government regarding training programs to develop a skilled labour force for the types of industries desired in the Central Area, including tourism-related. (Policy 3.2, 3.4).
10. City Council will consider the establishment of a Central Area industrial park through acquisition of property. (Policy 3.4)
11. City Council will cooperate with and support Ministry of the Environment programs for reduction of air, noise and water pollution. (Policy 3.5)

12. City Council will enforce its Noise Control By-law. (Policy 3.5)
13. Council will zone undesirable industrial uses as non-conforming. (Policy 4.1)
14. Council will consider various measures to encourage relocation of unsuitable industrial uses, such as site selection, financial aid and/or compensation, or acquisition of property. (Policy 4.1)

NEIGHBOURHOOD RESIDENTIAL DESIGNATION

Actions

1. The Durand, Corktown, Beasley, Central and North End East and West Neighbourhood Plans will be reviewed during the regular Neighbourhood Plan review process to comply with the Central Area Plan, and particularly the aims for the Neighbourhood Residential designation. (Policy 1.1, 1.2, 1.3, 1.4, 2.5, 2.6, 3.1)
2. City Council will draw up Terms of Reference and initiate a residential zoning review to recommend changes which will ensure residential development which meets the aims of the Central Area Plan. (Policy 1.1, 1.2, 2.5, 2.6)
3. City Council will facilitate the location of municipal non-profit housing and other forms of assisted housing in the Central Area. (Policy 1.3)
4. City Council will request the Traffic Department and Planning Department to work together on a traffic study to minimize traffic impacts in neighbourhoods. Policy 1.1, 1.3)
5. City Council will request the Region to upgrade Regional roads on the periphery of neighbourhoods after study of the impacts on adjacent areas and relationship to the entire traffic system. (Policy 1.3)
6. City Council will apply Site Plan Control to all strip commercial developments within or adjacent to the Neighbourhood Residential designation. (Policy 1.4)
7. City Council will continue to participate in and promote the various housing renewal and rehabilitation programs provided by the Federal and Provincial governments. (Policy 2.1)
8. City Council will continue to participate in and promote the improvement of neighbourhood residential areas through programs such as the Ontario Neighbourhood Improvement Program (ONIP). (Policy 2.1)
9. City Council will continue to explore and participate in special assistance programs and initiatives to preserve and rehabilitate older housing. (Policy 2.1)
10. City Council will implement Section 33(7) of the Demolition Control provisions in the Planning Act. (Policy 2.2)
11. City Council will encourage the Province to amend the demolition control legislation to provide more control of demolitions. (Policy 2.2)

12. City Council will request the Building Department to step up enforcement of the Property Standards By-law. (Policy 2.3)
13. City Council will initiate architectural design guidelines for each of the residential neighbourhoods, once updated Neighbourhood Plans have been adopted. (Policy 2.4)
14. City Council will encourage architectural design contests to design suitable low-rise, medium-density developments. (Policy 2.5)
15. City Council will collaborate with social service agencies and community service groups regarding need and optimum location for community facilities and services. (Policy 3.1)
16. City Council will collaborate with social service agencies in assessing the social impacts of new development on residential neighbourhoods. (Policy 3.1)
17. City Council will encourage School Boards to keep schools open and support family housing to augment low enrolment. (Policy 3.1)

PARKS DESIGNATION

Actions

1. City Council will request the Parks Expenditure Review Committee to increase the priority of Central Area Parks designations, and improve the quality of development, particularly in Corktown and Beasley Neighbourhoods. (Policy 1.1)
2. City Council will undertake an Escarpment Master Plan providing a concept plan for recreational development of the Escarpment. (Policy 1.1)
3. City Council will make budget provisions for park acquisition and development in the Central Area. (Policy 1.1)
4. City Council will draw up Terms of Reference and undertake a categorization study of parks and open space in the Central Area. All types of parks and open space will be included from visual parks to action-oriented sports and recreation areas. (Policy 1.2)
5. City Council will ensure that large parks serving a community area are set aside for active play space and amateur sports and that neighbourhood parks serving the immediate neighbourhood are used for passive recreation and playgrounds for young children. Council will request the Department of Culture and Recreation and the Parks Department to work with Planning Department staff to develop reasonable park use facilities and programs for Central Area parks. (Policy 1.2).

WATERFRONT RECREATION DESIGNATION

Actions

1. City Council will support implementation of the Waterfront Master Plan as a concept and other appropriate waterfront development. (Policy 1.1, 1.2)
2. City Council will continue to discuss appropriate land uses for the waterfront area. (Policy 2.1, 2.2)
3. City Council will continue to provide and seek funding to implement waterfront development plans as approved. (Policy 2.1, 2.2)
4. City Council will expedite completion of the North End Traffic Study and implementation of its recommendations, as approved. (Policy 3.1, 3.2)
5. City Council will ensure appropriate shoreline access as part of the implementation of the Waterfront Master Plan. (Policy 3.1)
6. City Council will conduct a specific waterfront to downtown linkage study. (Policy 3.3)
7. City Council will implement recommendations in the Waterfront Master Plan for linkage via pedestrian and bicycle paths from the waterfront area to Dundurn Castle. (Policy 3.4)
8. City Council will ensure visual access to the Waterfront in its plans for the development of the shoreline and adjacent area. (Policy 3.5)

INSTITUTIONAL AND RECREATIONAL USES

Actions

1. City Council will implement the recommendations of the Master Plan for Culture and Recreation, where appropriate. (Policy 1.1)
2. The Durand, Corktown, Beasley, Central and North End Neighbourhood Plans will be reviewed during the regular Neighbourhood Plan review process, regarding institutional uses, suitable sites, etc. (Policy 1.1, 1.2, 1.3)
3. City Council will amend zoning by-laws as required as a result of the Neighbourhood Plan review process. (Policy 1.1, 1.2)
4. City Council will encourage School Boards to permit the use of schools after school hours. (Policy 1.3)
5. City Council will request the School Boards to discuss any relevant new policy, particularly with community groups. (Policy 1.3).
6. City Council will liaise with School Boards whenever a school closure is contemplated. (Policy 1.3)
7. City Council will encourage communication between School Boards and neighbourhood or community groups. (Policy 1.3)
8. City Council, in co-operation with the Region, will undertake a tourism/ promotion study to draw tourists and conventions to the Central Area and develop an overall tourism strategy. (Policy 2.1)
9. City Council will make budget provisions for tourism promotion. This may include cultural events, festivals, attractions, specialty stores, etc. (Policy 2.1).
10. City Council will co-operate with the Region to implement various tourist promotion strategies and measures, such as improved signage. (Policy 2.1)
11. Neighbourhood Plans review will include tourist facilities in appropriate locations. The need for tourist lodgings on a modest scale will be addressed. (Policy 2.2)
12. Council will make provision in its budget for municipal expenditure on certain facilities or the granting of concessions or tenders for operation of facilities to encourage the private sector. Such facilities could include a restaurant with a view on the Escarpment Brow, reinstallation of the incline railway, boat tours of the Bay, sight-seeing tours throughout the Central Area, etc. (Policy 2.2)

13. City Council will ensure that the necessary supporting facilities such as hotels, parking, etc. are available to serve the tourist population. (Policy 2.2)
14. City Council will draw up Terms of Reference and initiate a study in conjunction with the Region, Social Planning and Research Council and other interested or affected departments and agencies to determine the appropriate number and locations of needed services, e.g. day care, group homes, emergency housing, facilities for seniors, singles and the disabled, employment counselling, sports facilities, exercise centres, drop-in centres, health clinics, etc. Wherever feasible, such services will be located within office and residential buildings which are accessible to the handicapped. (Policy 3.1)
15. Once this study is complete and recommendations adopted, Neighbourhood Plans will be reviewed accordingly. (Policy 3.1)
16. City Council will draw up Terms of Reference and initiate a study of appropriate services, needs and locations for senior citizen services and facilities including a seniors recreation centre. Such services and facilities may include level walking surfaces, elevators and escalators, rest areas, benches, drinking fountains, convenient shopping and entertainment. (Policy 3.2)
17. City Council will provide or seek out funds to provide the necessary services and facilities. (Policy 3.2)
18. City Council will implement the recommendations of the Master Plan for Culture and Recreation. Policy 4.1)
19. City Council will actively search out an appropriate downtown location for an outdoor skating rink and develop it as soon as possible. (Policy 4.1)
20. City Council will develop a detailed plan and program for outdoor concerts and other spectator events, with the assistance of community groups and business people (B.I.A.'s). (Policy 4.1).
21. City Council will request the Region to take immediate steps to implement the separation of storm and sanitary sewers in the lower City to prevent sewage overflows into the Bay. (Policy 4.2)
22. City Council will support the Ministry of the Environment in its efforts to improve the water quality of the Bay. (Policy 4.2)
23. City Council will request the Arts Council, the Urban Design Committee and other appropriate groups to establish a municipal arts policy and implementation program. (Policy 5.1)
24. City Council will make provision in its budgets to assist with funding as necessary for the municipal arts program. (Policy 5.1)

MOVEMENT

Actions

1. City Council, in conjunction with the Region, will initiate and draw up appropriate Terms of Reference for a comprehensive, co-ordinated, strategic transportation study examining traffic needs in the Central Area. Matters to be addressed include: pedestrian movement, streetscaping improvements, the impacts of street widenings, heritage areas and other planning goals for the Central Area. (Policy 1.1)
2. City Council will implement the approved study recommendations and request support and assistance from other levels of government, including the Region. (Policy 1.1)
3. City Council will, from time to time, review and update the transportation study, particularly when new developments are proposed or constructed, which will significantly alter the traffic pattern or the potential for changing the traffic pattern in the Central Area. (Policy 1.1)
4. City Council will budget for and request financial assistance from other levels of government for roadway improvements. (Policy 1.2)
5. City Council will request the Region through the Regional Transportation Department to design interchanges for a perimeter road to provide access into the downtown core without attracting additional "through" traffic. (Policy 2.1)
6. City Council will request the Region to require detailed design study of a perimeter road so that the road neither isolates nor overwhelms adjacent neighbourhoods and the area defined by the Waterfront Study; the construction design will reduce the roadway's visual and environmental impact. (Policy 2.1)
7. City Council will request the Region to require public input to the perimeter road design study from the adjacent neighbourhoods and other affected interest groups at the initial stages and throughout the planning and design process. (Policy 2.1)
8. City Council will request the Region, as part of the comprehensive transportation study, to review existing traffic flow patterns in the Central Area and recommend an updated system of truck and through-traffic routes, minimizing impacts on the downtown core and residential areas. (Policy 2.2)
9. City Council will implement the approved study recommendations and request support from other levels of government, including the Region. (Policy 2.2)
10. City Council will request the Region through the Regional Transportation Department to make improved road service a priority in the Central Area. (Policy 2.3)

11. City Council will request the Region to reflect Central Area traffic priorities and the over-all philosophy of the Central Area Plan in its current and capital budget allocations for roads. (Policy 2.3)
12. In conjunction with the over-all transportation study for the Central Area, City Council will request the Traffic Department to conduct a detailed study of each residential neighbourhood's traffic system. The Terms of Reference will specifically include traffic diversions and other measures aimed at diverting traffic. (Policy 3.1)
13. City Council will request the Traffic Department to implement the study recommendations on a trial basis. (Policy 3.1)
14. City Council, as part of the CBD Study, will address ways to facilitate pedestrian circulation and improve the pedestrian environment in the downtown core. This study will focus on the area east of James Street and also build and expand on the concepts and implementation measures already undertaken or recommended as a result of the Downtown Action Plan, the James Street North Heritage Plan, or other studies. (Policy 4.1)
15. City Council will request that the CBD Study also examine in detail how various commercial streets in the downtown core and particularly east of James can be made more attractive to pedestrians. Consideration will be given to measures such as landscaping, sidewalk widening and enhancement, street furniture, etc. (Policy 4.1)
16. City Council will authorize preparation of Terms of Reference for a detailed design study to examine and recommend an appropriate pedestrian link system between the downtown core, the waterfront and adjacent commercial and residential areas. This study, conducted in conjunction with the pedestrian study for the area east of James, will consider links with Hess Village, James Street North and South, the western waterfront and with the nearby residential neighbourhoods. Consideration will be given to measures such as widened sidewalks, woonerfs, pedestrian malls, boulevards, roadway closings, utilization of lanes and alleys and walkways through public parks. (See Map 1 for possible pedestrian links). (Policy 4.2)
17. City Council will continue to implement measures, where appropriate, to provide improved safer design of sidewalk curb ramps, other ramps and stairways with proper handrails, escalators and elevators. (Policy 4.3)
18. City Council, as part of the CBD Study, will examine vehicle/pedestrian separation in the downtown core. This study will be in conjunction with the pedestrian study east of James and the pedestrian link study. Consideration will be given to measures such as elevated walkways, tunnels, pedestrian precincts, arcades, etc. (Policy 4.4)

19. City Council will request the appropriate departments and agencies to continue to evaluate the present '+15' pedestrian concept as currently implemented, and expand it to surrounding areas including integration with covered sidewalks as appropriate. (Policy 4.4)
20. City Council will consider separation of vehicles and pedestrians in its deliberations on new facilities and developments in the downtown core. (Policy 4.4)
21. City Council will draw up Terms of Reference for a comprehensive parking study of the downtown core. This study will examine on- and off-street parking, future requirements and optimum locations, including provision of innovatively-designed parking structures above ground, underground parking, and financing policies. This study will also include review of policies for cash-in-lieu of parking and the addition of relevant provisions in the Official Plan and Zoning By-law, a review of on- and off-street parking charges and times. (Policy 5.1)
22. City Council will examine methods of financing public parking structures in the downtown core, as well as the provision of incentives to encourage use and integration with adjacent developments. Consideration will be given to special parking needs for shoppers and entertainment on weekends and in evenings. (Policy 5.1)
23. The Terms of Reference for the parking study in the downtown core will address future requirements, optimum locations and size for parking lots and structures, as well as appropriate loading and docking facilities and locations for new developments. (Policy 5.2)
24. The Terms of Reference for the parking study will include detailed study of grouping parking with new commercial and mixed-use developments in multi-level parking structures in appropriate locations adjacent to downtown pedestrian areas. (Policy 5.2)
25. The Terms of Reference for the parking study will include review of on-street parking to determine efficient utilization of parking spaces at all hours, taking into account safety. The study will also examine whether changes are necessary to improve traffic flow, or where feasible, the widening of sidewalks. Where sidewalks are widened, provision for loading and parking bays will not be excluded. (Policy 5.3)
26. The Terms of Reference for the parking study will include review of off-street parking lots and recommend methods to encourage their use. Such lots should be strategically located to provide maximum accessibility for vehicular traffic from outside downtown and to facilitate pedestrian access to shopping and working areas. (Policy 5.4)

27. City Council will amend the zoning by-law to require screening and buffering of off-street parking lots except for signs identifying the lots, and will require the Parking Authority to undertake a comprehensive screening and buffering program of existing lots through tree-planting, fencing and other measures. (Policy 5.4)
28. City Council will provide funding in its budgets and in the Parking Authority budget for maintenance and improvements to parking lots, including screening and buffering measures, and for incentives to promote use. (Policy 5.4)
29. City Council will authorize Terms of Reference for a detailed bicycle study in the Central Area. This study will consider utilizing laneways, alleys, easements and parks, and alternatives to or safe use, where appropriate, of arterial and collector roads. (Policy 6.1)
30. City Council will encourage provision of bicycle storage racks throughout the downtown core area. (Policy 6.1)
31. City Council will request the appropriate departments and agencies to implement the recommendations of the bicycle study. (Policy 6.1)
32. City Council will request the appropriate transit authorities, through Regional Council, to co-ordinate schedules, and review and improve transit services affecting the Central Area, where necessary. (Policy 7.1)
33. City Council will request the appropriate authorities, including the Region and TATO, to facilitate development of a multi-modal transportation terminal in the Central Area with appropriate parking nearby, and, if possible, connected to a major commercial development. (Policy 7.2)
34. City Council will review selection of the location for the multi-modal transportation terminal, in the context of the following criteria:
 - i) proximity and ease of access to other forms of public transit;
 - ii) proximity to pedestrian routes;
 - iii) proximity to and integration with employment/retail centres; and,
 - iv) preferably located east of James. (Policy 7.2)
35. City Council will request the appropriate authorities to build the transportation terminal at its preferred location. (Policy 7.2)
36. City Council will request the appropriate levels of government and transit authorities, to improve commuter rail service between Hamilton and Toronto. (Policy 8.1)

37. City Council will request that the appropriate levels of government and rail authorities maintain and provide for possible future improvements of passenger inter-city rail service between Hamilton, Toronto and all other centres, including the provision of a transfer point (station) to the CN (VIA) east-west main line in close proximity to the Hamilton-Burlington boundary so as to provide convenient connections with all VIA services and especially to southwestern Ontario. (Policy 8.2)
38. City Council will participate with other levels of government in a railway relocation study aimed at examining priorities and feasibility of removing unnecessary rail lines from the Central Area. (Policy 8.3)
39. City Council will request the appropriate authorities, such as TATO, to maintain and improve, whenever necessary, the bus service between Hamilton and Toronto. (Policy 9.1)
40. City Council will request the appropriate authorities to examine and implement ways to improve bus connections between Hamilton and surrounding communities within the Region and also with other centres, such as Brantford, Caledonia, Grimsby, St. Catharines, Niagara Falls, Guelph, Cambridge and Kitchener-Waterloo. (Policy 9.2)
41. City Council will request the Region and HSR to investigate and implement, on an experimental basis if advisable, various methods to stimulate transit use such as express buses, shopper specials, jitneys, no-fare zones, shuttle buses, special rates, uniform fare zones, bus passes, reduced fares, etc. (Policy 10.1)
42. City Council will provide input to studies by the Region and the HSR concerning the structuring of bus routes affecting the Central Area. These studies should take into account the future locations of the proposed multi-modal transportation terminal, other transit routes, accessibility to shopping areas, and passenger convenience, including access to bus stops. These studies will also include examination of bus lanes, route synchronization and more transfers. (Policy 10.1)
43. City Council will request the Region to provide funding for implementation of the recommendations to improve public transit service. (Policy 10.1)
44. City Council will support the Region in its efforts and plans to promote the use of Hamilton Civic (Regional) Airport by actively seeking to attract more airline companies to provide new and improved schedules linking Hamilton with other centres. (Policy 11.1)
45. City Council will support the Region in vigorously promoting all forms of passenger use of Hamilton Airport as well as its potential as an air cargo terminal. (Policy 11.1)
46. City Council will encourage direct and convenient links between the Central Area and the Airport. (Policy 11.1)

URBAN DESIGN

Actions

1. The Urban Design Committee will establish Urban Design Guidelines to be used as a basis for advice and comments on issues and developments in the Central Area. (Policy 1.1)
2. City Council will request the Planning and Development Committee to establish a mechanism to incorporate the recommendations of the Urban Design Committee in the planning and development process. (Policy 1.1)
3. City Council will consider urban design and architectural competitions for City-owned lands, important sites and key locations in the Central Area. (Policy 1.2)
4. City Council, as part of the CBD Study, will initiate a design study of block developments and areas in order to integrate development/renovation of the area and attract new development. (Policy 1.2)
5. The Urban Design Committee will consider views and vistas in its Urban Design Guidelines. (Policy 1.3)
6. City Council will encourage developers through discussion and negotiation to preserve views and vistas wherever possible. (Policy 1.3)
7. Prior to new development, City Council will require proponents to consider impacts of snow, heat, cold, sun, wind patterns and the local microclimate to avoid negative impacts on the surrounding area. (Policy 1.4)
8. City Council will investigate the most appropriate means to incorporate environmental considerations (sunlight, wind, snow, cold) in the zoning by-law or site plan by-law. (Policy 1.4)
9. City Council will request the Urban Design Committee to consider the human scale in the Urban Design Guidelines. (Policy 1.5)
10. Council will apply site plan control under Section 40 of the Planning Act to all new commercial and multiple residential development. (Policy 1.5)
11. Council, through discussion and negotiation, will encourage developers wherever possible to take the human-scale into account. (Policy 1.5)
12. Council will request the Urban Design Committee to explore the possibility of building over roads to improve circulation and utilize underused space. (Policy 1.5)
13. The Urban Design Committee in the Urban Design Guidelines will advise on building setbacks, facilities for pedestrians and relationship of buildings to street and to adjacent buildings. (Policy 1.6)

14. City Council will draw up Terms of Reference for a study of existing setbacks, treatment and development of architectural design guidelines. (Policy 1.6)
15. City Council will consider urban design and architectural competitions for developments proposed on prominent sites. (Policy 1.7)
16. City Council will ensure that the Urban Design Committee in the Urban Design Guidelines outlines plans for new buildings on prominent sites especially in regard to their functional and visual effect upon the Central Area. (Policy 1.7)
17. The CBD Study will incorporate a special design study for the area surrounding Gore Park. (Policy 1.8)
18. City Council will review and revise the zoning by-law provisions for the area around Gore Park as a result of the study recommendations. (Policy 1.8)
19. City Council will request the Urban Design Committee to monitor new development in the area surrounding Gore Park. (Policy 1.8)
20. City Council will draw up Terms of Reference for detailed design studies of the areas connecting the Waterfront, Hess Village, King East, etc. with the downtown, addressing compatible development and proper pedestrian linkage. (Policy 1.9)
21. City Council will request the Urban Design Committee to monitor development and pedestrian linkage in the major activity areas. (Policy 1.9)
22. City Council will prepare Terms of Reference for an urban design study as part of the CBD Architectural Design Guidelines, showing how low-rise, high density structures can be developed in the Central Area. (Policy 1.10)
23. City Council will request the Urban Design Committee to monitor the waterfront development to ensure high quality urban design which meets the aims of the Central Area Plan. (Policy 1.11)
24. City Council will amend the Site Plan Control By-law to apply throughout the Central Area for all commercial, industrial and multiple residential developments. (Policy 1.12)
25. City Council will request the Urban Design Committee to incorporate building position and statement in the CBD Architectural Design Guidelines. (Policy 1.13)
26. City Council will continue to support the recommendations of LACAC in its decisions on heritage buildings. (Policy 2.1)

27. City Council will provide LACAC with the resources necessary to research and identify buildings and make appropriate recommendations. (Policy 2.1)
28. City Council will continue to consider the recommendations of LACAC in its decisions and priorities for Heritage Conservation Districts. (Policy 2.2)
29. City Council will consider heritage conservation awards for heritage buildings preserved and rehabilitated in an appropriate manner. (Policy 2.2)
30. City Council will support the establishment of Heritage Conservation Districts in the areas previously outlined by LACAC, including King East, James South, Hess Village, John/King William, MacNab/Bold, Main/James and Durand South. (Policy 2.2, 2.3)
31. City Council will consider various methods to preserve heritage structures such as public acquisition, re-use, new use, transfer of development rights, condominium conversion, tax incentives, rezoning, or other means. (Policy 2.4)
32. City Council will request LACAC to prepare a study outlining the benefits of heritage district designation especially the financial benefits in terms of increased business, tourism, pedestrian activity and tax assessments. (Policy 2.5)
33. City Council will authorize LACAC to draw up Terms of Reference for and undertake a study examining incentives for and constraints to, building preservation including zoning, Building Code, tax laws, Planning Act, grants and loans, etc. (Policy 2.4, 2.5, 2.6, 2.7, 2.8)
34. City Council will continue to consider LACAC's recommendations on demolitions of significant buildings. (Policy 2.9, 2.10, 2.11)
35. The Urban Design Committee will consider safety features whenever new development is reviewed. (Policy 3.1)
36. City Council will draw up Terms of Reference for a study of safety features in design of new buildings. (Policy 3.1)
37. City Council will request the Urban Design Committee to consider recreational and leisure facilities in new developments. (Policy 3.2)
38. City Council will develop Terms of Reference for establishing an energy review process for major new development. (Policy 3.3)
39. City Council will consider establishing energy conservation awards where significant energy-saving measures are introduced into new or renovated buildings. (Policy 3.3)

40. City Council will continue to implement the Downtown Action Plan recommendations and follow-up regarding streetscaping in the downtown core. (Policy 4.1)
41. City Council will, through the appropriate committees, co-ordinate streetscaping, provision of street furniture, lighting, etc., in the Central Area. (Policy 4.1)
42. City Council will request the appropriate department to work with commercial landowners, occupants and tenants on developing a sign control by-law. (Policy 4.2)
43. City Council will encourage landowners, occupants and tenants to upgrade buildings through brick cleaning, repainting, refacing and other repairs. (Policy 4.4)
44. City Council will require frequent and extensive cleaning of streets and sidewalks in the downtown core, particularly in areas of heavy pedestrian traffic. (Policy 4.4)
45. City Council will encourage store owners through their BIA's to work together to keep properties clean and in a good state of repair. (Policy 4.4)
46. City Council will incorporate appearance of parking lots in the Terms of Reference of the Parking Study. (Policy 4.5)
47. City Council will request the Urban Design Committee to examine and recommend appropriate uses and designs for empty spaces and open areas. (Policy 4.6)
48. City Council will request that the Urban Design Committee work with the Arts Council, LACAC and other appropriate committees to establish an arts policy and encourage the provision of appropriate artwork throughout the Central Area. (Policy 4.7)

IMPLEMENTATION STUDIES PROGRAM

CENTRAL AREA PLAN
IMPLEMENTATION STUDIES PROGRAM
CALCULATIONS

Project days needed per year	700
CAPIC and Urban Design Committee Administration	<u>50</u> +
Days needed per year	750
Days currently allocated	<u>300</u> -
Extra days needed	450
1 planner year	<u>225</u> ÷
Number of planners needed to complete studies	2

CENTRAL AREA PLAN IMPLEMENTATION STUDIES PROGRAM

<u>1986 CURRENT WORK PROGRAM</u>	<u>DAYS ALLOCATED</u>	<u>ESTIMATED COMPLETION</u>
James North Heritage District - a major study done with an advisory committee looking at heritage, urban design, traffic and land use issues	20	September
Central Area Plan Update - a major review of the central area plan and incorporation into the Official Plan working with the Central Area Plan Implementation Committee	55	December
Durand Neighbourhood Plan Review - comprehensive review of the neighbourhood plan working an advisory committee	75	December
Hamilton Housing Incentive - a city wide study focussing on the central area including looking at ways to introduce more housing into the downtown and inner city	60	December
Central Area Plan Implementation Committee - administration	25	Ongoing
Perimeter Road Functional Design - input	10	July
North End Secondary Plan - completion of study depending on waterfront access study	20	December
Waterfront Implementation Committee	20	Ongoing
	305	

1986 CURRENT DEMAND RESPONSIVE PROJECTS

Escarpment Edge Restaurant - site selection and development criteria	May
Critical Path for Central Area Studies	March
MacNab Heritage District - with Urban Design Section	December

Building Conservation	June
- for LACAC looking at strategies to keep older buildings eg. zoning, demolition legal restrictions, grants and incentives	
Access to the Waterfront Park	June
- study looking for solutions to through traffic in the north end	
Waterfront Park Environmental Assessment	May
- impact studies required by Environmental Assessment Act	
North End Architectural Guidelines	April
- prepared - being reviewed by LACAC	
Central Area Parking Study	December
- input	
Review of Downtown Action Plan	September
- with CAPIC	
Urban Design Committee	Ongoing
- administration	

1987 PROPOSED

THEME: CENTRAL BUSINESS DISTRICT/PRIORITIES	<u>ESTIMATED DAYS</u>
Central Business District Study (with consultant help)	100
- Block by block design in the framework of a pedestrian system. Emphasis on making things happen and joint public private ventures.	
Commercial Facades (with consultant help)	50
- using grant supplied by Province to carry out study. Grants for physical improvements to facades may be available subject to study.	
Multi-Mode Transit Node (with other departments)	50
- tied in with decision on GO terminus - input	
Public Participation	100
- study to establish consistent and comprehensive public participation policies for municipal government using advisory committee. Focus on central area	
Bicycle/Walkway System	25
- needed as framework for CBD plan and for bike path construction currently in budget	
Streetscaping and Improvement Area Priorities	25
- priorities needed for Commercial Area Improvement program priorities	
Convenience Facilities	75
- an examination of facilities eg. washrooms, telephones etc and need for more	
Service Facilities	75
- an examination of service facilities and need for others ranging from store types to BASS outlets. Link in with Real Estate Ledger.	
Main Street W. District Study	50
- district study looking at physical and economic improvements with accent on urban design. Urgency to halt visual deterioration of central area main access	
CBD Architectural Design Guidelines	100
- suggested architectural treatments for infill development, extensions and modifications	
Building Signs	50
- review of building sign control to develop new policies	
	<hr/>
	700

1988 PROPOSED

THEME: BEASLEY/DURAND

ESTIMATED DAYS

Beasley Neighbourhood Plan - with advisory committee	100
Residential Zoning Review - modification of all zoning districts in the central area to conform with central area plan	100
King East District Study - modelled on James St. North working with advisory committee and looking at land use, traffic, urban design	100
King William/John N. District Study	50
Durand Heritage District Study	50
James Street District Study	100
Durand Architectural Guidelines	100
Industrial Strategy/Industrial Zoning Review	<u>100</u>
	700

1989 PROPOSED

THEME: CORKTOWN/FACADES

ESTIMATED DAYS

Corktown Neighbourhood Plan	100
Main St. East District Plan	50
John St. South District Plan	50
Waterfront/CBD Complementarity - similar to CAUSE study	50
Public Art (Murals Sculpture)	100
Traffic Study - input	50
Traffic Directions - examine routes and signage for through central area traffic	50
Information Systems for Pedestrians - urban orientation	100
Clutter/Building Cleaning - sprucing up buildings	50
Corktown Architectural Design Guidelines	<u>100</u>
	700

1990 PROPOSED

THEME: CENTRAL/STREETSCAPING

ESTIMATED DAYS

Central Neighbourhood Plan Review	100
Hess Village/King West District Study	100
Central/Beasley Architectural Design Guidelines	100
Rundown/Derelict Buildings	40
Vacant Lands	25
Car Park Upgrading	40
Tree Study	50
Wirescape	50
Street Vendors	25
Alleyway Upgrading	50
Billboards	30
Lighting	50
Hoardings	20
Railway Relocation	<u>20</u>
	700

1991 PROPOSED

THEME: NORTH END/SOCIAL

ESTIMATED DAYS

North End Neighbourhood Plan 100

North End District Plan 50

Singles 100
- singles needs in the central area

Seniors 100
- seniors needs in the central area

Accessibility 100
- access by disabled to buildings and other facilities

Emergency Housing 50
- need and policies for issue focussed on the central area

Group Homes 50
- held and policies for issue focussed on the
central area

Daycare 50
- need and policies for issue focussed on the
central area

Tourism/Promotion 100
(with consultants)
- image building and how to tap tourist potential

700

ADDITIONAL STUDIES

Real Estate Ledger

- availability of central area commercial promises in conjunction the Real Estate Board
(delegate to Economic Development Department)

Monitoring

- commercial, housing and population monitoring
(delegate to Regional Planning Branch)

Leisure Centre Feasibility

- feasibility for multi-purpose, liveable winter city, pay as you play leisure facility
(delegate to Culture & Recreation Department)

Escarpment Master Plan

- concept plan for deveopment of escarpment eg. trails promotion etc. for whole city
(delegate to consultants)

Events Programming

- coordination and development of events to make the central area attractive
(delegate to consultants)

Futures

- research on long term future trends and their possible impact on the central area
(delegate to Urban Design Section)

Defensible Open Space

- design for crime free environments
(delegate to Urban Design Section)

Wind Study

- model building and testing
(delegate to Urban Design Section)

Archaeolgoy

- identification of resources and policies
(delegate to Ministry of Citizenship & Culture)

Research on Effect of Streetscaping Commercial Areas

- impacts on assesement through new building and economy
(University Student thesis)

Research on Effect of Heritage District Designation on Commercial Area

- impacts on assessment, turnover new building and economy
(University Student thesis)

Woonerfs

- streets converted to give pedestrian right-of-way
(University Student thesis)

DG:jd

W.P. 2317P

